Northeast Georgia
Regional Bicycle and Pedestrian Plan

Submitted to the Georgia Department of Transportation April 30, 2005

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Implementation of the Regional Bicycle and Pedestrian Plan is dependent upon the availability of funding. Adoption of the Regional Plan does not reflect a commitment of financial resources to the implementation of regional strategies.

ACKNOWLEDGEMENTS

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Federal Highway Administration

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A special thank-you to all of the Northeast Georgia residents who contributed their ideas and recommendations on bicycle and pedestrian issues.

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EXECUTIVE SUMMARY

The Northeast Georgia Regional Development Center has created the following regional bicycle and pedestrian plan in coordination with the Georgia Department of Transportation (GDOT) and the 12 counties and 54 municipalities throughout the region. The plan represents an update of a regional bicycle network plan that was created in 1992 for the Northeast Georgia region, which did not incorporate either Jasper or Newton counties.

The development of this plan is the result of a statewide initiative recognizing the importance of bicycling and walking as integral modes of transportation. This is also reflective of an increasingly urbanizing environment throughout the region and a desire for more and better bicycle and pedestrian facilities that provide additional travel choices and reduce the dependency on the automobile.

The plan sets forth a regional direction for the development of a regional bicycle and pedestrian network and provides recommendations for achieving a multi-modal transportation system.

The planning process consisted of the formation of a planning advisory committee that guided the development of the plan and he recommendations put forth. Additionally, a number of pubic participation initiatives were incorporated into the process including public meetings, media coverage, and public questionnaires.

The advisory committee established a vision and a set of goals and objectives to guide the planning process. Regional conditions were addressed in relation to the bicycle and pedestrian transportation environment and regional needs were developed according to the identified deficiencies.

The assessment led to the creation of a regional map illustrating recommended bicycle and pedestrian facility improvements and an implementation strategy outlining the recommended actions required to achieve the goals and objectives.

Overall, the main deficiency is a lack of facilities. The plan addresses this deficiency and addresses it within the context of regional development patterns and the location of major bicycle and pedestrian destination points.

In order to achieve the recommendations discussed within this document the most pressing need identified was an increase in the education and awareness levels of elected officials, government staff and the general public on the benefits associated with bicycle and pedestrian modes of transportation.

INTRODUCTION

Purpose

The regional plan examines bicycling and walking as alternative modes of transportation and recommends actions to improve access and mobility. There is an increasing support for bicycle and pedestrian issues as the regional population continues to expand and transportation choices become increasingly limited.

Multi-modal transportation planning is as much about providing transportation choices as it is coordinating development patterns. Increased planning efforts are not only aimed at reducing vehicle trips and increasing travel choices but also providing additional recreation opportunities and improving the health and welfare of the general public.

General Background

In 1992 the Northeast Georgia Region created a bicycle network plan that incorporated the 10-county region (which has since expanded to 12 counties). Within this document the Athens Metropolitan Planning Organization (MPO), which includes parts of Oconee and Madison counties, is not included as part of the regional network. Pursuant to the Transportation Equity Act for the 21st Century (TEA 21) MPO's are responsible for multi-modal transportation planning in urbanized regions in excess of 50,000 people.

The regional plan update is in conjunction with the statewide initiative to create complementary plans for the statewide bicycle and pedestrian networks developed by the Georgia Department of Transportation. The plan was a yearlong process that expanded on the previous bicycle network and developed a pedestrian component to the plan.

Summary of Public Participation

The initial action consisted of the formation of a planning advisory committee that consisted of local government officials, staff, and citizen advocates. Multiple public meetings were held throughout the region to generate public input on the process and identify regionally significant needs.

To supplement the public meetings the Regional Development Center (RDC) developed a user questionnaire that was distributed at the public meetings and posted on the RDC's website to solicit further public input on the specific needs related to facility improvements and detriments to bicycling and walking.

RDC staff met with representatives from local governments throughout the region to discuss bicycle and pedestrian issues and presented a synopsis of the project to the RDC Board of Directors.

Summaries of the advisory committee and public meetings can be found in Appendix 1: Public Participation along with a copy of the user questionnaire.

CHAPTER 1: GOALS AND OBJECTIVES

1.1 Vision

Vision

The Northeast Georgia Regional Bicycle and Pedestrian Plan Envisions a Transportation System Where:

- **Streets, roads and highways are designed to provide a safe, convenient and accessible environment for bicyclists and pedestrians;**

- **Bicycle and pedestrian travel are integrated into the existing transportation framework to provide transportation choices to all residents of the region;**

- **Travel patterns enhance the natural environment, improve public health and increase our quality of life;**

- **Citizen involvement is a key component in the transportation planning process.**

1.2 The Importance of Bicycle and Pedestrian Transportation

Bicycling and walking are the most basic and efficient forms of transportation. Both are healthy, low-impact modes of travel that provide low-cost transportation alternatives for all segments of society, including financially disadvantaged, children, elderly, and disabled populations.

In February of 2000 the Federal Highway Administration released the following policy statement, "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist." Despite the federal guidance on the implementation of bicycle and pedestrian facilities the overwhelming majority of transportation improvements are dominated by auto-centric projects. The majority of these improvements are intended to increase the capacity of the roadway to allow for greater free-flow automobile speeds. This effectively makes bicycling and walking decidedly unsafe and inconvenient, eliminating the potential to accommodate multiple modes of transportation on the road network.

Better conditions for bicycling and walking have intangible benefits to residents' quality of life and need to be included in the transportation network as a rule rather than the exception. There are also a number of tangible benefits directly correlated to the presence of a bicycle and pedestrian friendly environment.

1.2.1 Health Benefits

The benefits of regular exercise have been well established as a means of preventing and managing a long list of physical and mental illnesses and conditions. Small increases in physical activity, which is the equivalent of walking 30 minutes per day, can produce measurable benefits among those who are the least active.

In 1999 the Center for Disease Control stated, "Obesity and overweight are linked to the nation's number one killer –heart disease– as well as diabetes and other chronic conditions." Their report also states that one reason for the increasingly sedentary lifestyle is that "walking and cycling have been replaced by automobile travel for all but the shortest distances."

Regular exercise through increased walking and cycling can provide a myriad of health benefits for people of all ages.

1.2.2 Environmental Benefits

Unlike most transportation modes, bicycling and walking are non-polluting and do not require the consumption of non-renewable energy sources. Efforts to increase bicycling and walking not only reduce the reliance on oil, but also the level of greenhouse gas emissions. Estimates from the Pedestrian and Bicycle Information Center reveal that a four-mile round trip made by bicycle keeps approximately 15 pounds of pollutants out of the air.

As more regions fail to meet federal air quality standards increased use of bicycle and pedestrian modes of transportation become more attractive alternatives for maintaining compliance with the Clean Air Act.

In addition to air quality, bicycle and pedestrian transportation also benefit the environment through a reduction in noise pollution, particularly in urbanized areas, and the amount of non-point source pollutants that enter our waterways.

1.2.3 Transportation Benefits

In addition to creating transportation alternatives for those unable, or who choose not to drive on and off-road improvements to accommodate bicyclists and pedestrians can enhance the safety for motorists as well. The Federal Highway Administration conducted a study in 1994 that estimated the addition of a four-foot shoulder on two-lane roads could reduce motor vehicle crashes by 29%.

Increasing the number of trips made on foot or by bicycle, and accommodating those users through improved or separated facilities, can also reduce congestion and decrease the number of conflicts between users. Many of the trips we make on a daily basis are short enough to be accomplished on a bicycle, on foot, or by wheelchair. According to the 1995 National Personal Transportation Survey, approximately 40% of all trips are less than 2-miles in length, which is the equivalent of a 10-minute bicycle ride or a 30-minute walk.

1.2.4 Economic Benefits

There are also economic benefits to increasing bicycle and pedestrian opportunities in the region, particularly considering the abundance of outdoor destinations for hiking, biking, and other outdoor recreation activities region-wide. Tourism is an important industry and creating a friendlier environment for bicyclists and pedestrians could take advantage of Northeast Georgia's natural beauty and abundant recreation opportunities.

Many municipalities throughout the country have generated economic benefits by enhancing bicycle and pedestrian transportation networks. Increased access to central business districts can stimulate the downtown economy and encourage business startups and expansions. Additionally, bicycle and pedestrian friendly communities spawn bicycle and pedestrian oriented businesses, such as bicycle repair shops, outdoor recreation retailers, etc.

There are also personal economic benefits that can be derived from increasing bicycle and pedestrian travel because of the increased personal expenses associated with car ownership. The American Automobile Association estimates that the costs of operating a car for one year (inclusive of all direct and indirect expenses) are approximately $5,170. In comparison, the League of American Cyclists estimates the costs of operating a bicycle for one year are approximately $120, and walking is free.

1.3 Goals and Objectives

Goals and objectives were developed to guide the region towards attaining the vision established for bicycle and pedestrian planning in the future. The vision statement defines a desired end-state regarding the integration of bicycle and pedestrian issues into transportation policy and planning. The goals illustrate a generalized direction needed to achieve the vision. Objectives represent targets that identify whether or not goals are being met. The following goals and objectives were created by the Pedestrian Advisory Committee and presented to the public over a series of meetings.

Goal 1: Promote and encourage bicycling and walking as a means of transportation, healthy living, and environmental preservation.

- **Objective 1:** Conduct promotional activities to raise awareness of the direct health benefits attributed to increased levels of walking and bicycling.
- **Objective 2:** Promote the subsidiary benefits of walking and bicycling as they relate to economic development, environmental and historic preservation.
- **Objective 3:** Develop education programs and materials that promote safer conditions for cyclists, pedestrians and motorists.
- **Objective 4:** Utilize national awareness days, such as Walk-to-School Day, to promote bicycle and pedestrian issues throughout the region.

Goal 2: Create a safe, convenient, and accessible network of bicycle and pedestrian facilities that meets the needs of a wide range of users.

- **Objective 1:** Encourage a cooperative relationship among local governments, schools, the private sector, local advocacy groups, and the general public to foster the development of the regional network.
- **Objective 2:** Ensure that the regional network accommodates a wide range of users from novice to expert cyclist, and meets ADA standards wherever possible.
- **Objective 3:** Develop a network of bicycle and pedestrian facilities linking major origin and destination points.
- **Objective 4:** Develop marketing materials, either written or graphic, to inform bicyclists and pedestrians of the location of regional network facilities.

Goal 3: Integrate bicycle and pedestrian transportation issues into land use decisions.

- **Objective 1:** Ensure the inclusion of bicycle and pedestrian components in the transportation section of local comprehensive plans.
- **Objective 2:** Encourage zoning and land use changes to accommodate bicycle and pedestrian facilities in new developments.
- **Objective 3:** Encourage local governments to proactively identify bicycle and pedestrian corridors.
- **Objective 4:** Monitor the progress of the implementation of the regional bicycle and pedestrian plan and update the plan periodically to reflect changes in needs and development patterns.

Goal 4: Actively seek funding resources from local, state, and federal agencies, as well as private sources, for planning, constructing, and maintaining a regional bicycle and pedestrian network.

- **Objective 1:** Actively request that state and federal transportation agencies provide greater investment in bicycle and pedestrian transportation projects.
- **Objective 2:** Identify all available state and federal grants for bicycle and pedestrian planning and implementation.
- **Objective 3:** Coordinate the implementation of bicycle and pedestrian projects to maximize the availability of public or private funding sources.

1.4 Performance Measures

Performance measures can be used to evaluate the progress of the implementation of the regional plan. As such, measures should be defined as short-term vs. long-term to ensure that continual progress is made. Typically, the long-term measures will require additional data not yet available and will examine the impacts of the short-term implementation strategies.

Short-term measures:

- Miles of the regional network with on-road facilities or shared use paths within the identified urbanized areas.
- Percentage of jurisdictions formally adopting the Regional Bicycle and Pedestrian Plan as part of their overall transportation plans.
- Percentage of jurisdictions adopting regulations requiring bicycle and pedestrian facilities in new developments.
- Percentage of jurisdictions adopting local bicycle and pedestrian plans complementing regional and state efforts.
- Level of funding dedicated to implementing bicycle and pedestrian projects.
- Level of funding dedicated to education and awareness programs highlighting the benefits of bicycling and walking.

Long-term measures:

- Linear miles of on-road or shared use facilities by jurisdiction.
- Percentage of network accessible to all users.
- Percentage of the population within one-mile of on-road or shared use bicycle or pedestrian facilities.
- Percentage of road improvement projects including bicycle and/or pedestrian considerations.
- In order to determine the successful implementation of the regional network the Regional Development Center must continue to monitor progress in accordance with the plan's identified goals and objectives.

CHAPTER 2: EXISTING CONDITIONS

2.1 Existing Facilities

There are very few bicycle or pedestrian facilities outside of the Athens Metropolitan Planning Organization region. The majority of the existing facilities are either within state and local parks, which already provide favorable conditions for cyclists and pedestrians, or in smaller communities along major highways and in central business districts. Currently the municipalities of Monticello and Statham are the only communities with on-road bicycle facilities. The Cities of Covington, Oxford, and Porterdale are in the process of developing a local plan and the Town of Braselton has begun the implementation of a shared use path along the Mulberry River. Appendix 2: Regional Planning Efforts illustrates local planning efforts.

Recreation areas are abundant throughout the region, as illustrated in the map titled Regionally Significant Recreation Areas of Northeast Georgia (located in Appendix 3: Regional Recreation Areas), and many are attractive destinations for cyclists, hikers, and nature lovers. The map illustrates each recreation area's location as well as the availability of bicycle and/or pedestrian facilities. These areas provide recreation opportunities for cyclists and pedestrians but are typically isolated from concentrated population centers and require extended vehicle trips to get there.

Municipal facilities are typically limited to sidewalks constructed along major highways traversing through the town or to facilities concentrated within the central business district. Figure 1 illustrates a typical sidewalk located adjacent to a major highway, and Figure 2 illustrates a combination of bicycle and pedestrian facilities, as they currently exist in the City of Elberton, within proximity to the downtown.

Figure 1: Sidewalk along GA Highway 72, City of Colbert

Figure 1 illustrates the lack of separation between vehicles and pedestrians, which is of particular importance on major thoroughfares carrying vehicles at higher speeds. While roadways traverse communities, speed limits typically remain as high as 45 miles per hour, increasing the potential for conflicts between users.

Figure 2: Bicycle and Pedestrian Facility, City of Elberton

Figure 2 illustrates a combination of bicycle and pedestrian facilities in the City of Elberton. The sidewalk is located adjacent to GA Highway 77 on State Bicycle Route 85. There have been no facilities constructed along State Bicycle Routes to-date and GDOT is in the process of placing informative signs (as illustrated) indicating the route designation and location on all routes statewide. The sidewalk illustrated in Figure 2 is another example of typical facilities within municipalities along major thoroughfares.

In addition to State Bicycle Route 85, which intersects Elbert County along GA Highway's 17 and 77, State Bicycle Route 60 traverses Walton, Barrow, Oconee, Clarke, Madison, and Elbert counties intersecting the region from west to east, and State Bicycle Route 35 extends along the southern edge of Walton County and travels into the City of Madison where it follows U.S. Highway 441 south into the Middle Georgia Region.

In addition to State Bicycle Routes the Northeast Georgia Region houses the Monticello Crossroads Scenic Byway, which travels from the intersection of GA Highways 11 and 83 in the City of Monticello north to the Newton and Morgan county lines respectively. Within the Scenic Byway plan Monticello has developed as a trailhead offering walking tours of the city and a bicycle map of the area bound by the Scenic Byway.

2.2 Regional and Local Planning Efforts

In 1992 the Oconee Rivers Resource, Conservation, and Development organization worked with the Northeast Georgia Regional Development Center to develop a bicycle route network. At this time, neither Newton, nor Jasper counties were part of the Northeast Georgia region. The only remnant of the plan is an 11x17 map illustrating the network, which was digitized and used as the base map for the creation of the updated network. The lack of a planning document accompanying the map has decreased the relevance of the previous plan. There are no goals, objectives, or implementation strategies, nor a vision of how the network enhances regional social, transportation, or recreation issues. This has led to the lack of awareness of the plan's existence, and subsequently, has limited opportunities for implementing the identified routes.

There have been a number of local planning initiatives, mostly limited to the development of preliminary route designations for the purposes of grant applications. These initiatives stimulate local interest in bicycle and pedestrian facilities but if they are not funded the projects are typically abandoned. Currently, the only jurisdictions with significant bicycle and pedestrian components in the transportation element of their Comprehensive Plans are Newton County (and the City of Covington), the cities of Elberton, Hoschton, and Statham, and the Town of Braselton. Each of these jurisdictions has identified networks for bicycle and pedestrian facilities and have committed to their implementation over the long-term.

Greenways are often identified as opportunities for implementing shared use facilities for recreational purposes. In addition to Comprehensive Plans many jurisdictions developed Greenspace Plans under the now abandoned Governor's Greenspace Program. These plans highlighted potential intergovernmental cooperative efforts through the preservation of multi-jurisdictional river corridors. Watershed authorities have also developed greenway plans that include transportation components.

Though the Greenspace Program is no longer funded from the state Newton, Walton, Barrow, and Jackson counties continue to work towards the preservation of the Alcovy, Mulberry and Oconee (including the North and Middle Oconee) rivers. Additionally, the Broad River Watershed and Oconee Rivers Watershed associations have developed greenway plans that involve multiple jurisdictions as well as regions.

2.3 Regional Trends

It is difficult to estimate the amount of non-motorized trips in the region and large travel surveys (2000 Census) tend to under-report the amount of bicycle and pedestrian trips because they look specifically at journey-to-work statistics. The National Household Travel Survey is a more comprehensive look at travel behavior and illustrates that non-motorized travel is more prominent than surveys may suggest. However, this provides a snapshot of national travel behavior and may not necessarily correspond to the characteristics of the region.

There are no regional estimates of non-motorized travel other than 1990 and 2000 Census data, which estimate the use of cycling or walking as a means of transportation for commuting to work. In 2000 2.1% of all commuters in Northeast Georgia reported that they either walked or rode a bicycle to work, which was slightly higher than the statewide average of 1.9% and below the national average of 3.3%. The regional rate was a full percentage point lower than the reported 3.1% in 1990.

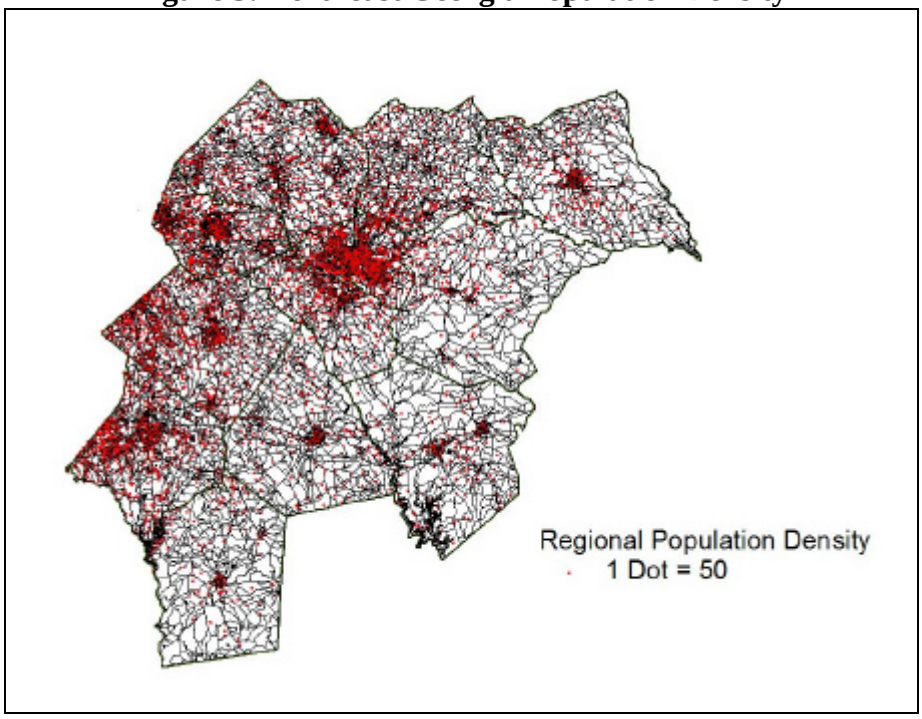
More revealing are the same statistics without the inclusion of Athens-Clarke County. Athens is the lone metropolitan statistical area in the region (though it does extend into southern Madison County and eastern Oconee County) and its development patterns reflect an urbanized environment more conducive to walking and cycling. Journey to work statistics for the 11 surrounding counties illustrate only 1.1% of all trips to work are made on bicycle or by foot. This too has decreased from the 1990 figure of 1.9%.

A major contributing factor to these low percentages is land development patterns outside of the metropolitan area. The level of walking and bicycling is often as dependent on development patterns as it is on the availability of facilities. Transportation planning tools traditionally focus on measuring and providing mobility, however the mobility measures are too often limited to the efficiency of automobile mobility and mitigation involves the construction of new and wider roads to solve the mobility issues. These plans rarely consider how transportation can support land use objectives to create more livable communities that support a wide range of travel options.

The following factors are indicative of what is required to support a positive bicycle and pedestrian environment:

1. Demographics: This relates to components of the population that are typically more reliant on bicycle and pedestrian modes of transportation, including children under the age of 16, the elderly, physically challenged, and the segments of the population unable to afford to drive. Only 6.53% of households outside Clarke County did not own a vehicle, well below the national rate of 10.3%. Additionally, the regional percentage has decreased from 9.5% in 1990.
2. Density and Proximity: Increased use of bicycle and pedestrian modes of transportation requires concentrations of populations within proximity to major trip generators. Higher densities of population are typically found in mixed-use environments within reasonable travel distance to jobs, schools, shopping centers and other major destination points. Overall, the regional population density outside of Clarke County is 96 persons per square mile. Based on development trends over the past 10-15 years, the region can be divided into two general areas; urbanized including Oconee, Barrow, Jackson, Newton and Walton counties, and rural including Jasper, Morgan, Oglethorpe, Greene, Elbert and Madison (See Figure 3 for an illustration of regional population densities). Within the urbanized area the population density is 183 persons per square mile compared with 45 persons per square mile in the rural area. Though the density is increasing in the urbanized area it remains well below density figures in adjacent metropolitan counties, Henry County at 370 persons per square mile, Rockdale County at 536, and Gwinnett County at 1,359.

Figure 3: Northeast Georgia Population Density



Block Data from 2000 Census

3. Infrastructure and Travel Conditions: In order to attract additional cyclists and pedestrians it is important that adequate facilities exist and that the roadway conditions provide a safe and accessible environment. The overall lack of facilities as discussed previously, in combination with typically high vehicle speeds on most major roads creates the perception of an unsafe environment among most potential users and increases automobile dependency.

Areas where these factors are favorable are likely to generate increased bicycle and pedestrian usage. A qualitative assessment of the Northeast Georgia region reveals that the lack of connectivity between transportation and land use has generated land development patterns that significantly decrease the feasibility of using non-motorized travel for everyday activities. The majority of development over the past decade, outside of Athens, has been low-density, single-family residential development that has been constructed in isolation from the types of uses (schools, employment, shopping) that generate bicycle and pedestrian activity. Few suburban developments contain bicycle or pedestrian facilities and are typically designed with expanded lane widths to accommodate local vehicle, pedestrian, and bicycle travel. This concept is flawed because it requires all users to utilize the same facility and wider roads often lead to increased traffic speeds that can intensify the conflicts between motorized and non-motorized travelers.

2.4 Attitudes Towards Bicyclists and Pedestrians

This is an aspect of the existing conditions that requires addressing but is extremely difficult to quantify. At issue is the perception among cyclists and pedestrians that the underlying attitude of the majority of motorists is that bicycles should not be allowed on the roadway and that funding should not be "wasted" on bicycle and pedestrian projects.

Much of this perception stems from the initial design of roadways, which are not intended to accommodate multiple modes of transportation. Therefore, placing alternative modes of transportation in, or adjacent to, the travel lane inherently creates conflicts among users.

The perceived general lack of understanding about bicyclist and pedestrian rights worsens motorist's attitudes. Based on several comments received throughout the planning process from the general public the perception of hostility towards bicyclists and pedestrians too often becomes reality and can lead to unnecessary accidents.

The perception of cyclists and pedestrians extends to local governments. The general belief is that funding of bicycle and pedestrian projects is limited to the availability of state or federal funds through grant applications and local governments are unwilling to expend general funds on new facilities. Bicycle and pedestrian projects are often low priorities among local government's capital improvement needs but this often stems from a misunderstanding of the latent demand (I would use it if it were there) for bicycle and pedestrian facilities, not to mention the benefits these facilities can provide a community.

2.5 State Law Affecting Multi-Modal Transportation

Despite misconceptions about a bicyclists right to operate in the roadway the Georgia law recognizes the bicycle as a vehicle with the same rights and responsibilities afforded the drivers of other vehicles. The following sub-section of the state legislature specifically identifies the cyclist's right-to-the-road:

O.C.G.A. 40-6-294:

(a) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, except when turning left or avoiding hazards to safe cycling, when the lane is too narrow to share safely with a motor vehicle, when traveling at the same speed as traffic, or while exercising due care when passing a standing vehicle or one proceeding in the same direction; provided, however, that every person operating a bicycle away from the right side of the roadway shall exercise reasonable care and shall give due consideration to the other applicable rules of the road. As used in this subsection, the term 'hazards to safe cycling' includes, but is not limited to, surface debris, rough pavement, drain grates which are parallel to the side of the roadway, parked or stopped vehicles, potentially opening car doors, or any other objects which threaten the safety of a person operating a bicycle.

(b) Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

(c) Whenever a usable path has been provided adjacent to a roadway and designated for the exclusive use of bicycle riders, then the appropriate governing authority may require that bicycle riders use such path and not use those sections of the roadway so specified by such local governing authority. The governing authority may be petitioned to remove restrictions upon demonstration that the path has become inadequate due to capacity, maintenance, or other causes.

(d) Paths subject to the provisions of subsection (c) of this Code section shall at a minimum be required to meet accepted guidelines, recommendations, and criteria with respect to planning, design, operation, and maintenance as set forth by the American Association of State Highway and Transportation Officials, and such paths shall provide accessibility to destinations equivalent to the use of the roadway.

(e) Electric assisted bicycles as defined in Code Section 40-1-1 may be operated on bicycle paths.

Additionally, in accordance with O.C.G.A. 50-8-7.1(a), the Georgia Department of Community Affairs has adopted a set of statewide goals and objectives guiding communities for the purposes of comprehensive planning. The state has defined a Transportation Alternatives Objective that states: "Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternative transportation should be encouraged."

2.6 Regional Bicycle and Pedestrian Crash Data

Based on statistics from the Georgia Department of Transportation there were 91 crashes involving conflicts between motorists and either pedestrians or cyclists over a three-year period (2000-2002). This number represents only 4.1% of all crashes statewide during the same time period. Removing Athens-Clarke County from the analysis reveals only 49 crash events region-wide, which represents only 2.2% of crashes statewide.

Of the 49 crash events outside Athens 8 involved pedestrian-motorist conflicts and 41 involved bicyclist-motorist conflicts. The three counties with the highest crash incidents were Barrow (12), Newton (11), and Walton (10). Table 1 illustrates the total crash incidents region-wide from 2000-2002.

Table 1: Regional Crash Incident Data

Crash Type	Barrow	Clarke	Elbert	Greene	Jackson	Jasper	Madison	Morgan	Newton	Oconee	Oglethorpe	Walton	Region
Bicycle	9	38	4	-	1	1	1	2	11	1	1	8	79
Pedestrian	3	4	-	1	1	-	-	1	-	-	-	2	12
Total	**12**	**42**	**4**	**1**	**2**	**1**	**1**	**3**	**11**	**1**	**1**	**10**	**91**

Source: Georgia Department of Transportation

The lack of crash incidents outside of Athens indicates that there are fewer users outside of the metropolitan area, which is partially the result of a lack of facilities. The lack of facilities minimizes the number of users because the majority of the population is uncomfortable sharing the roadway with motorists. A lack of facilities also increases the conflict between motorists and the cyclists and pedestrians that are using the existing road network by putting them directly onto the roadway.

2.7 Bicycle Suitability of Regional Road Network

The overall lack of facilities indicates that existing bicycle users are riding on the local road network. In order to develop recommendations for facility types a better understanding of the existing environment, specifically as it relates to safety issues, is required. To illustrate the existing conditions a suitability model was created, patterned after the same initiative in the Atlanta Region.

Five criteria were selected (traffic count, speed limit, shoulder width, truck traffic, and functional classification) and thresholds developed to determine how each criterion contributed to the suitability of the roadway. Table 2 defines the threshold for each criterion. The criteria suitability factors were aggregated to determine an overall suitability factor of the entire roadway. Table 3 defines the level of difficulty according to the suitability score.

Table 2: Criterion Thresholds

Suitability Factor	Value Range	Score
Traffic Count	Less than 2,500 vehicles per day	4
	2,500-5,000 vehicles per day	2
	Greater than 5,000 vehicles per day	0
Speed Limit	Less than or equal to 30 mph	4
	30-40 mph	2
	Greater than 40 mph	0
Shoulder Width	Greater than or equal to 5 ft.	4
	2-5 ft.	2
	Less than 2 ft.	0
Percent Truck Traffic	Less than or equal to 3%	4
	3-8%	2
	Greater than 8%	0
Functional Classification	Local/Collector Streets	4
	Minor Arterials	2
	Major Arterials and Freeways	0

To determine the level of difficulty on each roadway the score of each suitability factor was summed and divided by five. The map, as illustrated in Figure 4 (the map entitled Northeast Georgia Region Bicycle Suitability Map is located in Appendix 4: Regional Suitability Map), defines the suitability of existing roads, ranging from best to very difficult conditions for cycling.

Table 3: Regional Roadway Level of Difficulty

Suitability Factor	Level of Difficulty	Map Key
3-4.0	Best conditions	Blue
2-2.9	Medium conditions	Purple
1-1.9	Difficult Conditions	Orange
<1	Very Difficult Conditions	Green

*Not all roadways had adequate data available to estimate suitability factors and it was felt that these roadways were largely local serving and, at worst, represented medium conditions.

The suitability analysis illustrates the recent trends in regional development patterns and reinforces the notion of an urban and rural split. The western region has been largely influenced by Metropolitan Atlanta and can be characterized as a suburban landscape.

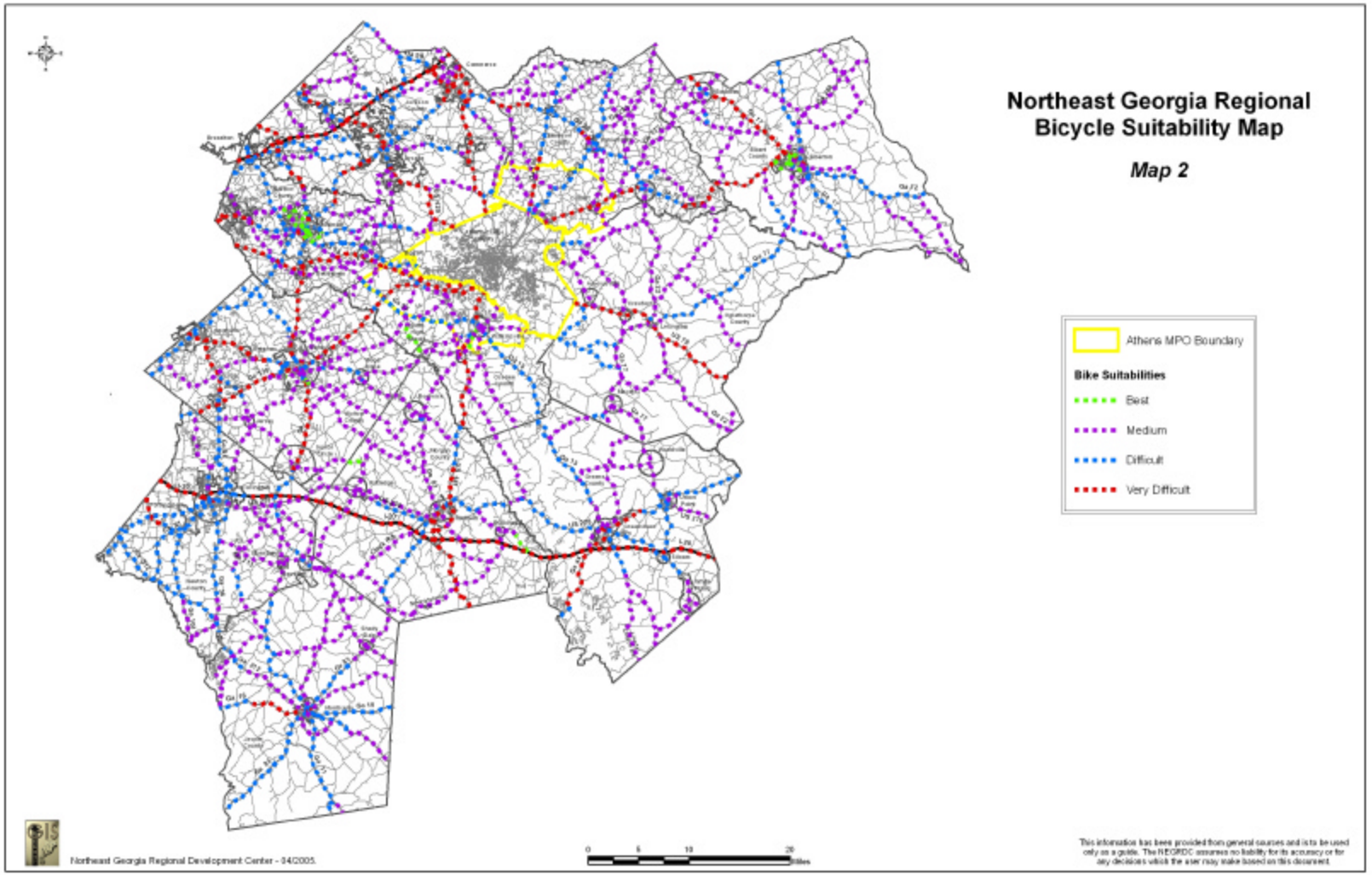
The urban region has also created a pedestrian void. As previously discussed, the majority of new development does not contain pedestrian facilities, nor are new developments constructed within proximity to pedestrian destination points. The higher population densities in the urban areas indicate a greater potential need for facilities but those needs are currently being unmet.

This area also represents the most dangerous conditions for cyclists operating on the existing road network. The higher population density translates to higher vehicle miles traveled on the local roads intensifying the potential for conflicts between motorists and bicycles. Additionally, this environment is appropriate only for expert cyclists who feel comfortable traveling with traffic and does not provide a safe environment for children or casual cyclists.

The rural environment is, generally considered, the eastern area of the region, although there are areas directly north and south of Athens that also qualify as rural. The conditions in these areas are generally favorable for cycling and local cycling groups are most active in these sections of the region. However, that does not diminish the need to implement the objectives in these areas. Because of the high rider-ship present in these areas it is as important to provide adequate facilities in the rural environment to minimize potential conflicts.

Overall, the current environment is generally considered unsafe for non-motorized travelers, aside from walking or cycling within residential neighborhoods, because of high travel speeds on the majority of major roads and the lack of adequate shoulder space to accommodate additional users. The general perception that cyclists and pedestrians do not belong on the road and the lack of financial commitments to improving the non-motorized travel environment has greatly contributed to an overall lack of safety for existing users, which in turn, has prevented any nominal increase in the use of alternative modes of transportation.

Figure 4: Bicycle Suitability of the Regional Road Network



Map is available in Appendix 4: Regional Suitability Map

CHAPTER 3: NEEDS ASSESSMENT

Throughout the planning process a number of needs were identified by the Planning Advisory Committee and through public input mechanisms. These needs were grouped into five main categories that represent key initiatives required to address the existing conditions.

3.1 Facility Needs

The greatest need throughout the region is an increase in bicycle and pedestrian facilities. The region continues to expand its population and contains some of the fastest growing communities in the state and the nation. The lack of facilities contributes to the low percentage figures of bicycle and pedestrian commuters identified in the Census. Nearly 70% of bicyclists and 50% of pedestrians who responded to the user questionnaire indicated that a lack of facilities was either the first or second reason that they did not ride or walk more frequently. This illustrates the notion of latent demand, which describes people who would participate (in this case ride their bicycle or walk) if the conditions were more favorable.

3.2 Education/Awareness/Promotion Needs

The lack of education and awareness of bicyclists and pedestrians' rights as users of the transportation network is a major impediment to increasing overall use. This is directly linked with the lack of facilities because it forces existing users to ride or walk in the travel lane. Existing users feel that there is an underlying adversarial attitude between motorists and cyclists and pedestrians because of the lack of education on rules of the road and a lack of awareness on the importance of alternative transportation facilities and the need to provide an equitable network of transportation facilities that meets the needs of the entire population.

3.3 Public Health Needs

We, as a society, have evolved into an increasingly sedentary population that has led to an increase in preventable diseases and deaths. Walking and bicycling need to become a larger part of our everyday routines in order to combat the increasing epidemic of obesity, particularly within today's youth, and decrease the risks of contracting chronic diseases.

3.4 Land Use Planning Needs

Bicycling and walking need to become integrated into our environment and need to be linked with land use and development. This not only relates to a lack of facilities constructed within new developments, but also the disconnect between population centers and employment, shopping, and recreation areas. As distance increases between origin and destination points the likelihood of using alternative modes of transportation

decreases correspondingly. The dominant form of land use throughout the region is low-density single-family housing that continues to be developed in isolation from other uses.

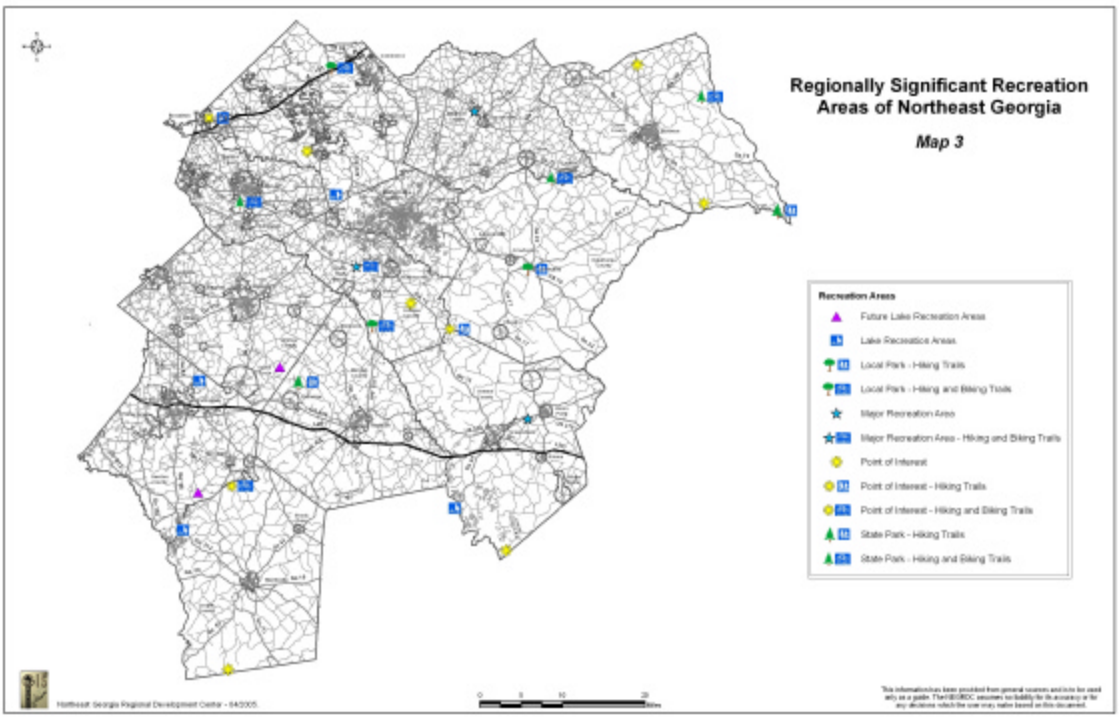
3.5 Linkage of Origin and Destination Points Needs

3.5.1 Major Recreation Areas

The region is rich in natural and historic resources and has an abundance of recreation areas that are major attractions. The inadequate linkage within and between communities and population areas and these resources diminishes their overall use. Bicycle and pedestrian facilities need to link major destination points to encourage greater use of the region's recreation resources. Figure 5 illustrates the location of regionally significant parks and recreation areas.

Parks and recreation areas are relatively dispersed throughout the region and provide access to a large percentage of the regional population. The opportunity to create an inter-linked network of recreation areas with multi-modal transportation facilities may increase the level of use of the existing facilities and increase the number of recreational opportunities through the construction of transportation facilities.

Figure 5: Regionally Significant Recreation Areas



Map is available in Appendix 3: Regional Recreation Areas

3.5.2 Schools

There are currently 96 public and private schools located outside of Athens-Clarke County, 46 of which are located within municipal boundaries. Figure 6 illustrates the locations of schools region-wide.

Within the rural parts of the region, specifically the southern and eastern portions, schools are located within, or directly adjacent to, municipalities to provide the greatest access to rural population concentrations. Within the urbanized areas the older school sites remain within the municipalities but as suburban growth continues within the unincorporated areas school locations are increasingly outside of municipal boundaries to take advantage of increasing unincorporated population densities.

A comparison between school locations and the regional population density (illustrated in Figure 3) provides a clearer view of the relationship between suburban population growth and school locations. Figure 7 illustrated the school locations in relation to regional population density.

Figure 6: School Locations

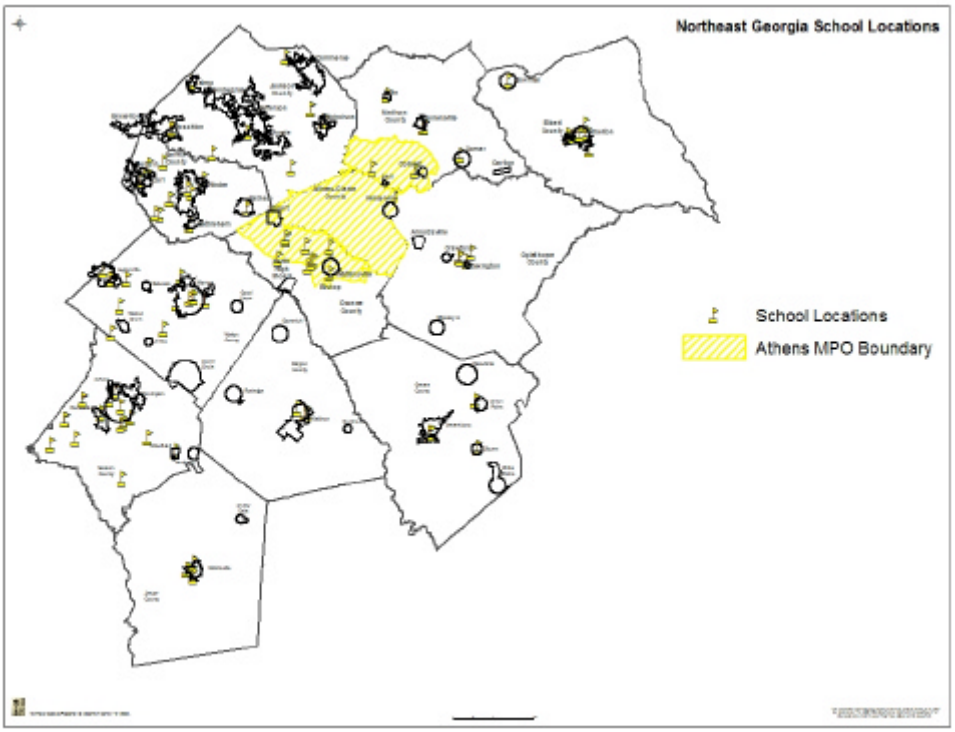
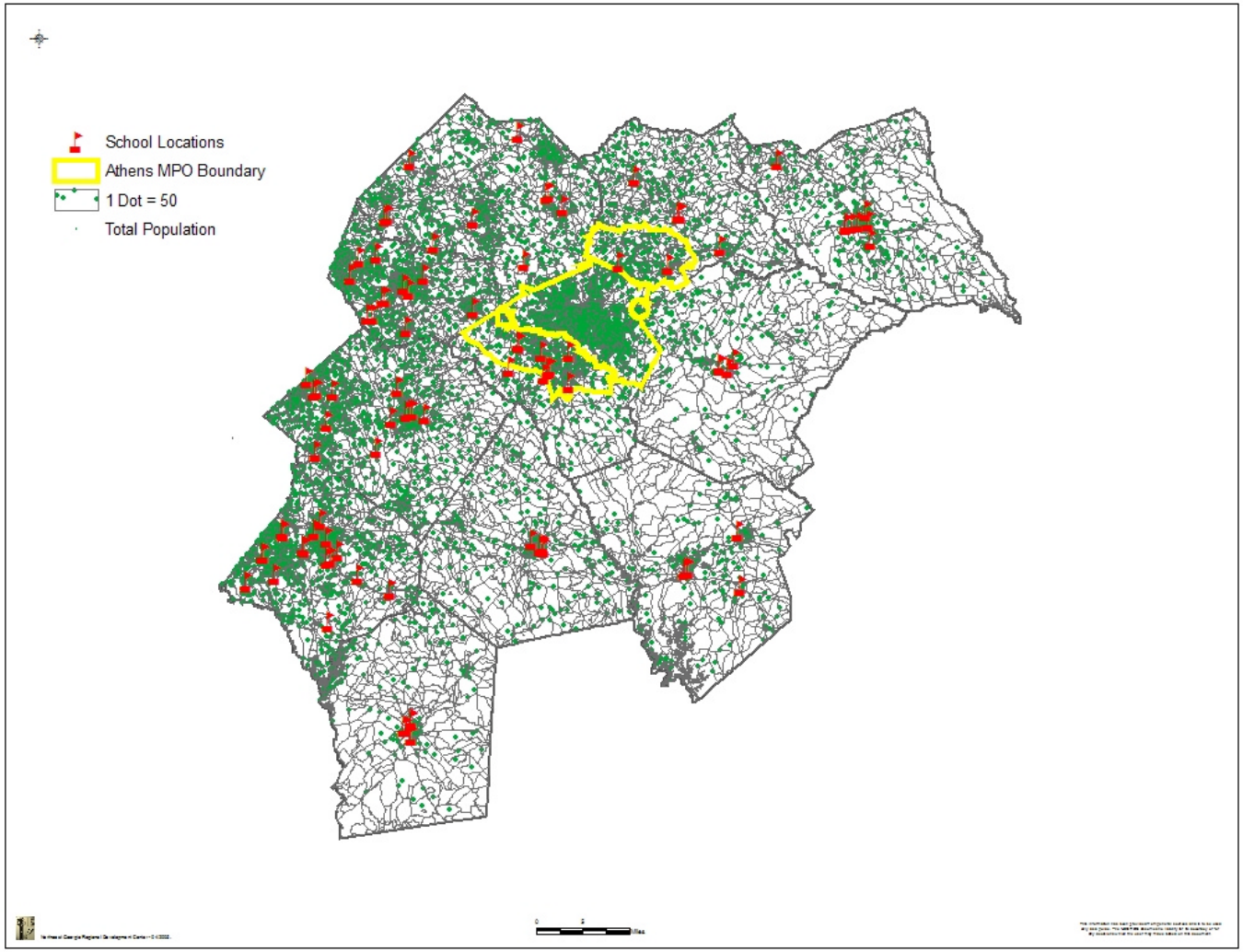


Figure 7: Comparison of School Locations and Population Density



The highest population densities outside of Athens-Clarke County are along the western edge of the region, particularly in the western portions of Newton, Barrow, and Walton counties. New school construction in these counties illustrates a number of schools located in the unincorporated area within proximity to increasing population concentrations.

As previously mentioned, the majority of new growth in unincorporated areas of the region is low-density, large-lot single-family subdivisions largely built without bicycle or pedestrian facilities. Despite the increasing proximity of school sites to the population there remain minimal opportunities for children to walk or cycle to school because of the lack of facilities and the high potential for conflict between pedestrians and motorists along the roadways.

School sites within suburbanizing parts of the region represent the highest priority zones for implementing "Safe Routes to School" programs and illustrate the importance of multi-modal transportation facilities linking population centers to major destination points. As populations continue to increase within the urban areas the locations of new schools must continue to be monitored in relation to new residential growth and the implementation of bicycle and pedestrian facilities.

These do not represent the only needs in the region but they are considered the most pressing. Each of the identified needs is interlinked and successful initiatives will ensure that multiple objectives are met. Each of the aforementioned is linked directly to the deficiencies reported in Chapter 2. The following list of needs is considered complementary but of equal importance in terms of the successful implementation of the regional plan.

3.6 Design Uniformity Needs

Well-designed bicycle and pedestrian facilities are safe, attractive and easy to use. But if improperly designed or implemented they waste valuable resources and are of little use. It is important that the design of facilities occurs at the inception of transportation projects and incorporated into the total design minimizing conflicts among all users.

In order to create a level of conformity across jurisdictions the regional plan endorses the use of the American Association of State Highway and Transportation Officials (AASHTO) standards for the development of bicycle and pedestrian facilities.

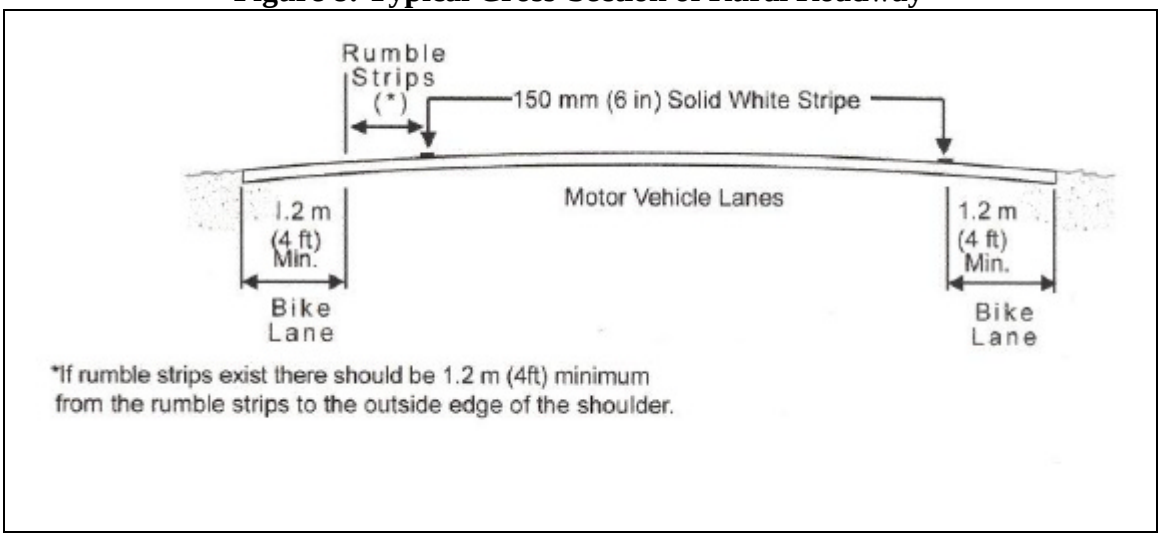
The regional network has identified four main facility types; paved shoulders, bicycle lanes, shared-use facilities, and bicycle lane with sidewalk (the map is available in Appendix 7: Regional Bicycle and Pedestrian Network). The network represents the facilities needed based on the existing conditions and regional goals. As conditions change throughout the region the network should be reevaluated to ensure that facility designations continue to meet the needs of the population.

3.6.1 Paved Shoulders

Adding paved shoulders is an effective and relatively inexpensive way to accommodate cyclists and pedestrians in rural areas. The addition of shoulders also benefits motorists as well, providing areas to pull over, and prolongs the useful life of the road surface. Paved shoulders should be a minimum of 4 feet (1.2 meters) wide to accommodate bicycle travel. The measurement of the shoulder should only include the usable shoulder width, not including the width of curb and gutter, and should be measured from the face of guardrail, curb or other roadside barrier.

Rumble strips are not recommended on shoulders unless there is a minimum clearance of 1 foot (0.3 meters) from the rumble strip to the paved shoulder, while maintaining the 4-foot (1.2 meters) minimum usable shoulder for bicycle travel. Where conditions preclude achieving the minimum shoulder width the rumble strip may be reduced in size or other appropriate solutions could be considered. Shoulders should be equipped with adequate drainage to prevent pooling of water or debris and to eliminate any other potentially hazardous situations. Figure 8 provides an illustration of a typical rural corridor with and without rumble strips. (Note: Figures 8-11 are taken from the AASHTO Guide for the Development of Bicycle Facilities)

Figure 8: Typical Cross-Section of Rural Roadway



3.6.2 Bicycle Lanes

Lanes are incorporated into a roadway when it is desirable to create more predictable movements for bicyclists and motorists. Lanes tend to increase a bicyclist's confidence in motorists staying in their lane and likewise, motorists are less likely to swerve outside of their lane to avoid cyclists. Lanes should be one-way facilities and carry bicycle traffic in the same direction as motor vehicles.

The recommended width of a bike lane is 5 feet (1.5 meters) from the face of a curb, guardrail or other roadside barrier. The width of the gutter pan (where applicable) should

not be included in the measurement of the usable surface. Figures 9-11 illustrate three different scenarios for the appropriate widths of bike lanes. Lanes should be adequately striped and marked to provide delineation from the motor vehicle travel lanes. Lanes should be equipped with adequate drainage to prevent pooling of water or debris and to eliminate any other potentially hazardous situations.

Figure 9: Lane Cross-Section with On-Street Parking

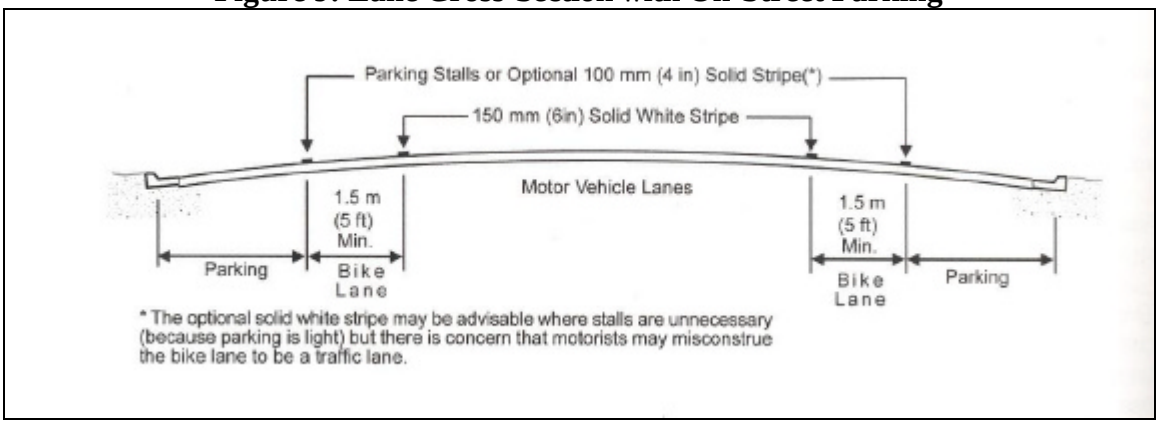


Figure 10: Lane Cross-Section without Striped Parking Areas

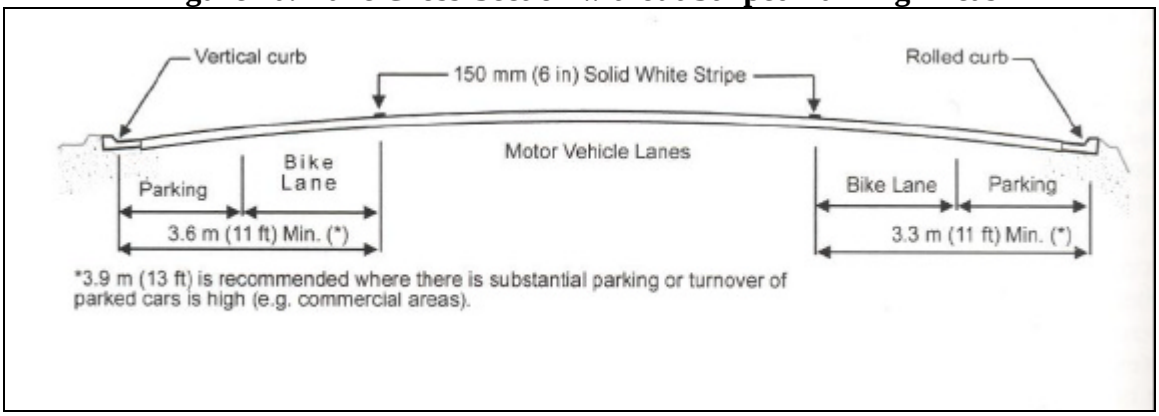
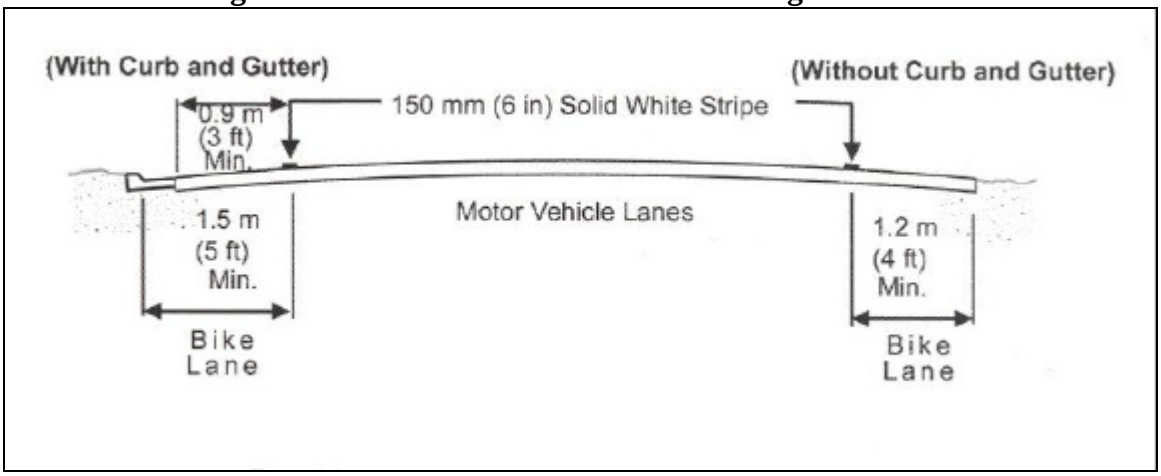


Figure 11: Lane Cross-Section with Parking Prohibited



3.6.3 Shared Use Path

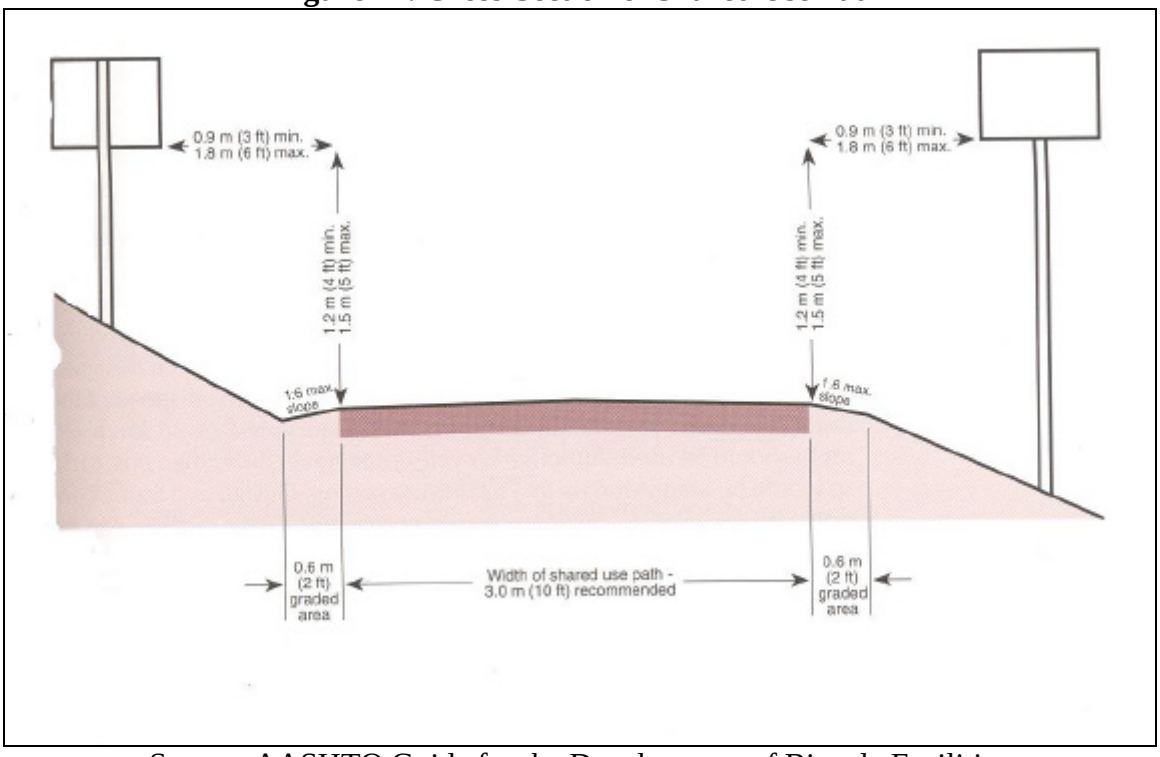
Shared use paths are facilities on exclusive right-of-way with minimal cross flow by motor vehicles. On the regional map these are designated along river and railroad corridors, and may be appropriate parallel to the roadway in areas designated for bicycle and pedestrian facilities (this is discussed in greater detail in Section 3.6.4).

These facilities can serve a variety of purposes, but within the context of this document these corridors are intended to be largely recreational in nature. Paths should be constructed to accommodate two-way traffic and designed to accommodate all non-motorized types of transportation.

The recommended width of a two-way shared use path is 10 feet (3 meters) of paved usable space, with a minimum of 2 feet (0.6 meters) maintained graded area adjacent to both sides. Because of the potentially environmentally sensitive nature of the river corridors paved surfaces may be unattainable. In these cases every effort should be made to accommodate as many users as possible without compromising the integrity of the waterway.

Figure 12 illustrates a typical cross-section of a two-way shared use path in a separated right-of-way.

Figure 12: Cross-Section of Shared Use Path



Source: AASHTO Guide for the Development of Bicycle Facilities

3.6.4 Bicycle Lane with Sidewalk

This designation is intended to illustrate areas most appropriate for both bicycle and pedestrian facilities. The intent is to provide "complete streets" in urbanized areas to maximize transportation options and provide an arterial network of bicycle and pedestrian facilities that can provide linkage to neighborhood-level facilities.

In the majority of cases these designations will consist of an on-road bicycle facility (typically a bicycle lane) accompanied by an adjacent walkway (see section 3.6.2 for a description of bicycle lanes). In select cases they may consist of shared-use paths but this consideration needs to be made very carefully because of the potential conflicts that exist between shared-use paths adjacent to the roadway and vehicular traffic (this is discussed further in Figure 14).

It is difficult to apply a minimum standard to all walkways because of the varying conditions associated with the location of the facility. For example, a sidewalk adjacent to a local street requires a smaller buffer from traffic than one adjacent to a major thoroughfare. At a minimum (dependent on conditions) the width of proposed walkways shall not be less than 5 feet (1.5 meters) exclusive of curb or other obstructions.

Refer to Table 4 for a more descriptive definition of minimum walkway requirements according to their placement in the road network. Figure 10 illustrates a typical street cross-section including automobile, bicycle and pedestrian traffic.

Table 4: Recommended Dimensions for Sidewalks and Walkways

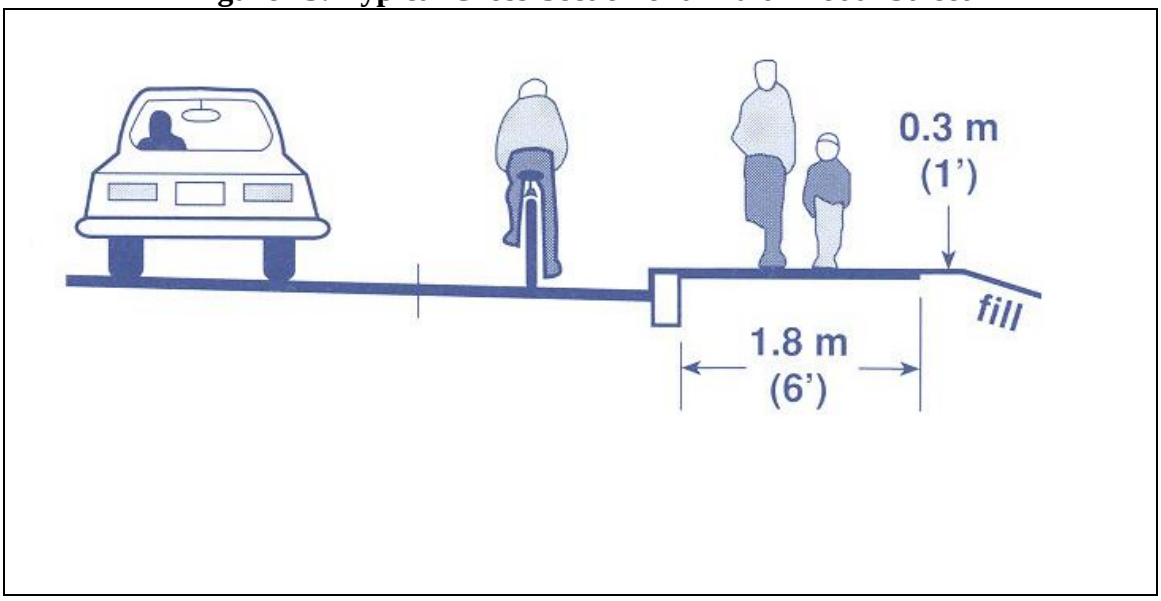
Road Type	***Principal Arterial***	***Minor Arterial***	***Collector Arterial***	***Neighb. Collector***	***Local Residential***	***Commercial Access***
Right-of-Way	100 ft	84 ft	60 ft	60 ft	50-60 ft	60 ft
Width of Roadway	4 Lanes	4 Lanes	2 Lanes	2 Lanes	28 ft+	44 ft+
Sidewalk Widths						
No buffer						
Desirable	8 ft	8 ft	6 ft	6 ft	6 ft*	6 ft
Minimum	6 ft	6 ft	6 ft	6 ft	5 ft*	6 ft
With planting strip/buffer	6 ft	6 ft	6 ft	5 ft	5 ft*	5 ft
With street trees, no buffer	10 ft	10 ft	8 ft	8 ft	5 ft*	5 ft
Urban Center/Business District	10-15 ft+	10-15 ft+	Varies	5 ft	5 ft*	5 ft
Planting Buffer Width When Used						
Desirable	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Minimum	4 ft	4 ft	4 ft	4 ft	4 ft	4 ft

** Provide 6.5 ft minimum if mailboxes or other obstructions are located within sidewalk, so that a minimum clear width of 5 ft is provided.*

Refer to local agency for specific design standards and requirements.

Source: GDOT Pedestrian and Streetscape Guide

Figure 13: Typical Cross-Section of a Multi-Modal Street



Source: Oregon Department of Transportation

Figure 13 illustrates the most appropriate design for the accommodation of bicyclists and pedestrians adjacent to a roadway. Increasingly off-road shared use paths are identified as appropriate facilities adjacent to the road because of the perception that they represent a safer environment.

However, the design and location of these facilities can increase the number of conflicts between cyclists and motorists, particularly at intersections and driveways along the road, and may also create increased conflicts between cyclists and pedestrians. Where it is appropriate, every effort should be made to accommodate the cyclist directly on the roadway. Walkway cyclists are likely to be more frequently involved in bicycle/motor vehicle crashes at intersections because motorists do not anticipate encountering a bicycle. Figure 14 explores the conditions necessary to safely accommodate a sidepath adjacent to a roadway.

Figure 14: Checklist for the Feasibility of Constructing a Sidepath

- Does the combination of roadway traffic volumes, speeds, and curb lane widths create poor conditions for cycling?
- Is it impossible to create wider outside lanes or slow traffic to improve cycling conditions?
- Are a majority of destinations located on the same side of the road as the path?
- Will the path cross few driveways and/or intersections?
- Is there a minimum of 18 feet of right-of-way?
- Can changes be made to signal timing and turning movements to allow bicycles adequate time across intersections without increasing traffic congestion?
- Can areas around driveways and intersections be cleared of visual obstructions?
- Can cyclists safely transition to other bikeways where the sidepath starts and ends?

Source: Chicagoland Bicycle Federation: TechSheet #1

3.7 Traffic Calming

This is not directly mentioned in the recommendations, nor addressed on the regional network map, however it is an important issue for increasing bicycle and pedestrian safety. It is of particular importance to municipalities, or concentrated residential areas within unincorporated areas.

Effective traffic calming techniques rely on three general principles:

1. The street design allows drivers to drive at, but no more than, the desired speed;
2. The street design allows local access, while discouraging through traffic; and
3. Traffic calming works best when roads are properly designed in the first place.

    - *Adopted from the Oregon Bicycle and Pedestrian Plan.*

Traffic calming techniques can effectively reduce the speed and volume of traffic on local roads, often constructed without bicycle and pedestrian facilities, reducing the potential conflicts with non-motorized users and increasing the likelihood that residents will feel comfortable cycling and walking within their neighborhoods.

There are four main types of traffic calming measures identified, each with a number of implementation measures to achieve the desired goal. Vertical deflections (Speed Humps, Speed Tables, and Raised Intersections)**,** horizontal shifts (Neighborhood Traffic Circles, Chicanes)**,** and roadway narrowings (Choker, Center Island) are all intended to reduce speed and enhance the street environment for non-motorists. Closures (Diagonal Diverters, Half Closures, Full Closures, and Median Barriers) are intended to reduce cut-through traffic by obstructing traffic movements in one or more directions.

Refer to the Institute of Transportation Engineers detailed analysis of traffic calming measures for further guidance on appropriate facilities and their potential impacts on motorized and non-motorized transportation http://www.ite.org/traffic/index.html.

3.8 Maintenance

The implementation of facilities in accordance with the regional recommendations is not enough unless there is a maintenance program established that ensures the facilities remain usable. Bicycle and pedestrian facilities are subject to debris accumulation and deteriorate over time, similar to vehicle travel lanes (though at much different rates). Adequate and regular maintenance of these facilities protects the investment of public or private funds and extends their useful life.

Poorly maintained facilities relegate them unusable and undo many of the benefits their initial implementation provided. For example, debris accumulated on the shoulder or in the bicycle lane forces cyclists back into the vehicle travel lane. A lack of regular maintenance may also create a legal liability should users sustain equipment damage or injury due to a poorly maintained facility.

3.9 Funding

Perhaps the largest impediment to implementing the regional recommendations is a lack of dedicated funding sources for bicycle and pedestrian facilities. Historically, very small percentages of funds have been expended on bicycle and pedestrian projects within the region as well as statewide. Based on the estimated total expenditures on highway projects identified in the 2005-2007 Statewide Transportation Improvement Program, approximately 1% is dedicated to bicycle and pedestrian projects. This document, in conjunction with statewide initiatives, establishes goals for the integration of bicycle and pedestrian issues into the transportation planning framework resulting in bicycling and walking receiving a greater mode share. To achieve these goals investments in such projects need to increase dramatically.

Traditionally the majority of funding for bicycle and pedestrian improvements has come from the federal government through various grant programs. Obtaining these funds is typically a very competitive process and a small percentage of applicants receive funding during an award year. In order to increase the amount of projects implemented alternative funding sources must be explored, including public-private partnerships.

CHAPTER 4: REGIONAL RECOMMENDATIONS AND IMPLEMENTATION

To implement the strategies and recommendations set forth in this document it is imperative that a variety of actors develop collaborative relationships to undertake new initiatives. As has been discussed, funding is limited and the implementation of regional strategies will require innovative approaches to maximize the effective use of available resources.

The recommendations developed reflect the vision, goals and objectives defined throughout the regional plan. Refer to Appendix 5: Regional Implementation Strategy for an outline of the individual recommendations, including potential timelines, cooperative partners, cost estimates, and potential funding sources.

This plan recommends the following strategies related to bicycle and pedestrian transportation:

4.1 Facility Recommendations

- The implementation of the projects identified in Appendix 6: Regional Bicycle and Pedestrian Projects by County.
- Local governments endorsing the use of the American Association of State Highway and Transportation Officials (AASHTO) guides for the design of bicycle and pedestrian facilities.
- All new or improved roadways provide, at a minimum, paved, usable shoulders (as described in the AASHTO guide) to accommodate bicycle and pedestrian uses creating a network of "complete streets" providing transportation choices to all residents both in rural, as well as urban areas.
- Rumble strips should be avoided on all roadways where the paved shoulder is less than 4 feet. If 4 feet of usable shoulder space cannot be accommodated in conjunction with rumble strips than alternative safety measures should be explored.
- Bicycle parking facilities should be included within downtown redevelopment projects, college, university and technical school campuses, major employment centers, and in areas containing high-volume bicycle trip generators.
- The short-term implementation should include the provision of signage throughout the network identifying the presence of the regional bicycle network.
- Pedestrian facilities should be designed in accordance with the Georgia Pedestrian and Streetcape Guide.
- Environmentally appropriate shared use paths should be constructed along identified river and rail corridors accommodating all types of users.
- In conjunction with regional river and rail corridors, environmentally sensitive vehicle parking lots should be constructed periodically to maximize access to recreational resources.

- Implementation measures should minimize the construction of shared use paths adjacent to the roadway. The implementation of shared use paths should be focused on recreational corridors.
- Traffic calming measures should be implemented into local development regulations to minimize the potentially adverse impacts of vehicular conflicts with cyclists and pedestrians.
- As facilities are planned and developed local maintenance programs should be created to ensure the long-term viability of facilities and maximize public and private investments.
- Bicycle and pedestrian facilities should be constructed within a one-half mile radius of schools regionwide, providing linkage to planned and existing facilities in surrounding residential neighborhoods.

4.2 Planning and Development Recommendations

- All local governments should include the regional bicycle and pedestrian plan as a component of the transportation element of their comprehensive plans.
- Encourage and provide guidance to local governments on developing local bicycle and pedestrian plans complementing the regional and statewide networks.
- Promote "smart growth" and "traditional neighborhood development" concepts relating to the link between transportation and land use patterns to local governments through the comprehensive planning process and reinforce the need to develop regulations requiring the provision of bicycle and pedestrian facilities in new developments in accordance with state, regional, and local goals and objectives for multi-modal transportation.
- Facilitate multi-jurisdictional and intergovernmental cooperation on bicycle and pedestrian facility planning initiatives to maximize the efficient use of available resources.
- Explore the impacts of increased bicycle and pedestrian use locally and regionally on economic development and downtown revitalization initiatives.
- Develop quantitative and qualitative analysis of the implementation of the regional network and assess costs and benefits in relation to local expenditures on new facilities.

4.3 Education/Awareness/Promotion Recommendations

- Assist local governments, public health departments, downtown development authorities, and any other organizations in promoting the need for bicycle and pedestrian facilities.
- Develop regional participation programs for national awareness days (e.g. National Walk/Bike to School and National Walk/Bike to Work days).
- Provide guidance and assistance to regional school boards for the development of Safe Routes to School programs.
- Retain a planning advisory committee to oversee the implementation of the regional plan and to provide assistance on attaining regional goals and objectives.

- Forge relationships with local advocacy groups to maximize the efficient use of available resources for the promotion of bicycle and pedestrian issues.
- Develop regional advertising and promotional strategies to illustrate the importance of including bicycle and pedestrian facilities in transportation projects.
- Develop user-specific educational materials addressing the roles and responsibilities of motorists, cyclists and pedestrians in a multi-modal transportation environment for distribution at regional schools and drivers license offices.
- Include the regional bicycle and pedestrian plan as a permanent component of the Regional Development Center's website and provide interactive links to bicycle and pedestrian educational websites.
- Develop marketing and promotional materials illustrating the planned regional network and addressing the regional vision, goals and objectives.
- Develop a regional development awards program that recognizes exemplary planning initiatives, as they specifically relate to bicycle and pedestrian facilities.
- Promote exemplary bicycle and pedestrian planning initiatives throughout the region (e.g. Newton County's bicycle and pedestrian planning organization) and develop "step-by-step" templates to assist other jurisdictions in achieving the same success.

4.4 Funding Recommendations

- Provide local governments with guidelines addressing the costs of providing bicycle and pedestrian facilities as part of road improvement projects.
- Identify all sources of federal and state funding available for the implementation of bicycle and pedestrian construction and planning projects for distribution to regional local governments.
- Develop regionally applicable cost estimates for the construction of bicycle and pedestrian facilities in stand-alone projects as well as part of road improvement projects to allow local governments the opportunity to implement low-cost alternatives.
- Explore innovative opportunities to increase the available resources for the implementation of bicycle and pedestrian facilities through public/private partnerships, right-of-way donations, and other potential low-cost opportunities.
- Support legislation dedicating additional funding sources to local governments for the implementation of bicycle and pedestrian planning initiatives.

4.5 Challenges to Implementing Recommendations

Bicycle and pedestrian projects face similar challenges as other transportation modes, namely lack of funding. However, there are challenges that are unique to bicycle and pedestrian issues and require more time and effort to overcome.

4.5.1 Changing Land Use Patterns

As previously discussed, existing development patterns are a major impediment to creating a multi-modal transportation environment. The prevalent land-use pattern continues to be low-density, single-family residential development segregated from employment and public uses.

To reverse this trend mixed-use, pedestrian-oriented community development patterns need to become a larger part of the regional planning agenda. Altering regional development patterns requires increased local investment in infrastructure networks, specifically water and sewer to accommodate compact forms of development.

4.5.2 Integrating Bicycle and Pedestrian Modes into Transportation Planning

Bicycle and pedestrian transportation needs to be recognized as an essential component to the mobility of the population before it is allotted a higher priority within local transportation plans. The current environment views bicycle and pedestrian facilities as frivolous expenditure of transportation dollars and are considered "add-ons" to road improvement projects that are appropriate only if federal funds are covering the costs.

Integration of bicycle and pedestrian issues can only be attained through increased education of elected officials, local government staff, and the general public about the importance of cycling and walking as alternative forms of transportation and the benefits associated with providing more and better facilities.

4.5.3 Increasing Public Awareness

Bicycling and walking were once perceived as an important mode of transportation. However, in today's environment motor vehicles dominate the transportation system and cycling and walking have been relegated to recreational status.
Because of this increased automobile dependency bicycling and walking are now perceived as an increasingly dangerous mode of transportation. In order to reverse this trend motorists, cyclists, and pedestrians need to be educated with regard to basic traffic safety to allow all modes to effectively share the road. Increasing public education and awareness of the importance of bicycling and walking must be a regional priority before they can truly become transportation alternatives.

APPENDIX 1

PUBLIC PARTICIPATION

SUMMARY OF PLANNING ADVISORY COMMITTEE MEETINGS

Meeting 1

- Committee discussed soliciting greater public input through wider dispersion of the user questionnaire. The consensus was to put the questionnaire on the RDC website and promote it through the local bicycle groups.
- The Committee determined that we needed to identify popular routes within the region that were used by local bicycle groups.
- The Committee determined that the network needed to be regional in scope in order to maintain a realistic outlook on possible implementation. The Committee felt that a network more local in scope would generate an excessive amount of potential projects that may decrease the ability to implement the plan by local governments.
- The Committee determined that a set of selection criteria needs to be developed to select possible routes.
- The Committee determined that multi-use facilities needed to be incorporated in the network as much as possible in the form of greenways and rail-trail corridors. The Committee felt that these types of facilities would meet multiple objectives and facilitate the implementation of the pedestrian component of the plan.

Meeting 2

- The suitability analysis was presented to the Committee and they determined that the map needed to be used as a tool to help prioritize projects for implementation and to help determine the type of facility required.
- The Committee agreed on a set of selection criteria for identifying potential bicycle routes:
    - The proposed facility is on a high priority corridor.
    - The proposed facility connects multiple jurisdictions.
    - The proposed facility can be linked to an updated local plan.
    - The proposed facility links to a major destination point.
- The Committee determined that a set of criteria needed to be developed for pedestrian issues as well. The Committee felt that more discretion was needed in selecting areas for pedestrian improvements and has suggested the possibility of simply identifying “pedestrian improvement zones” that are based on the developed criteria.
- The Committee identified the need to coordinate linkage of routes with adjacent RDC’s and to ensure connectivity with the Athens Metropolitan Planning Organization’s bicycle and pedestrian plan.
- The Committee began analyzing the 1992 regional bicycle network in conjunction with the selection criteria for bicycle routes to develop preliminary recommendations for an updated regional bicycle network.

Meeting 3

- The Committee determined that population density needed to be a selection criteria for identifying "pedestrian improvement zones". The Committee also felt that municipalities currently undertaking downtown improvement plans should be factored into the process for identifying needed pedestrian facilities.
- The Committee felt that facilities within the rural areas of the region would not require as much expenditure as facilities within more urbanized areas.
- Questionnaire responses were discussed to incorporate public opinion into the Committee's recommendations. The Committee generalized the responses to identify the key issues in the Needs Assessment.
- The Committee noted that a major component of the successful implementation of this plan required aggressive promotion to local governments and the general public. The Committee recommended that a standing committee be retained after the planning process is finalized to promote education and awareness of bicycle and pedestrian issues throughout the region.
- The Committee began analyzing the draft long-range bicycle and pedestrian plan within the MACORTS Metropolitan Planning Organization.
- The Committee analyzed illustrations of common regional routes utilized by local bicycle groups such as BRAG and Nitty Gritty Bike Band.
- The Committee continued developing preliminary recommendations for a draft bicycle and pedestrian network plan.

Meeting 4

- The Committee finalized the pedestrian improvement policies to identify the Pedestrian Improvement Zones for inclusion in the regional pan. The policies include:
    - One-half mile radius around schools should include pedestrian facilities. In addition to this, local governments should include coordinated planning efforts within the Comprehensive Plan to locate new schools in areas that can link to existing, or planned, residential areas with existing, or planned, pedestrian facilities. (This item is addressed further in the Implementation Plan).
    - A two-mile radius around urban centers should include multi-use facilities that can accommodate both pedestrians and cyclists.
        - An urban center has been defined as a population center of greater than 2,000 people that incorporates a mix of residential, commercial, and recreational uses.
        - These multi-use facilities will be specifically determined according to the physical characteristics of the roadway. They could be off-road multi-use paths, on-road multi-use lanes, or a combination of an on-road bicycle lane and sidewalk.
- The Committee discussed the needs that were developed as part of the Needs Assessment and developed a list of recommendations for the implementation

strategy related to increased education and awareness of bicycle and pedestrian issues. (Specific items are addressed within the Implementation Strategy).

- The Committee commented on gaps within the planned bicycle route network that was developed as part of the Long-Range Transportation Plan (LRTP) for the Athens Metropolitan Planning Organization (MACORTS). Areas within Oconee and southeastern Madison counties lacked facilities linking Metropolitan Athens with facilities identified in the regional network. The Committee proposed that routes be added to the MACORTS network and we would request that they be considered for inclusion to the LRTP.

Meeting 5

- The Committee discussed the timeline of the implementation of the entire network. A 30-year timeline was developed and divided into three phases: Short-term, which described the years 2005-2015; Mid-term, which described the years 2015-2025; and long-term, which described the years 2025-2035.
- The Committee discussed the need to provide a more general overview of the implementation to facilitate the promotion of the regional plan to local governments. A more rigid timeline was felt to portray a financial commitment on the local governments behalf, which was believed to be an adversarial position that may delay the implementation of priority short-term projects.
- The Committee discussed a set of criteria to use for ranking the priority of individual facility construction projects. Each project will accumulate a number of points, between 0 and 5 (with 5 indicating the highest priority) that would categorize projects based on priority. The following criteria were identified:
    - The proposed project is within a 2-mile radius of an urban center.
    - The proposed project would accumulate 2 points if classified as "Very Difficult" on the Bicycle Suitability Map; 1 point if classified as "Difficult"; and 0 points if classified as either "Medium" or "Best".
    - The proposed project would accumulate 2 points if it linked to a jurisdiction with an existing local bicycle and/or pedestrian plan; 1 point if it linked 2 or more jurisdictions or major recreation area/point of interest; 0 points if it was a link within the network.
    - A proposed project that scored 0-1 points would be classified as Low Priority; 2-3 points Medium Priority; and 4-5 points High Priority.
- The Committee discussed that a more comprehensive measuring tool needed to be developed in order to better measure the needs of users in different parts of the region and to assign more meaningful priorities that can be objectively evaluated by decision makers.
- The Committee discussed the need for inter-regional coordination to ensure that routes did not end at jurisdictional borders. Each route that had an end point at the regional border was discussed in terms of the destination point outside of the region and how each had been identified with the adjacent RDC's.
- The Committee reinforced the need to get local governments to "buy-in" to the process and discussed implementation items related to building bicycle and pedestrian issues into the overall planning process for local governments. This

led to the development of the items in the Implementation Strategy related to the inclusion of the regional plan in local Comprehensive Plans as well as the periodic updating of the plan in accordance with changing regional needs.

Final Meeting

- The committee discussed the timeline for DOT review and final submittal of the plan.
- The committee reviewed the final network and made final recommendations for inclusion in the draft plan.
- The committee discussed the types of projects that should be included in the implementation strategy and reinforced that the short-term emphasis should be on education, awareness and promotion of bicycle and pedestrian issues region-wide.
- Additionally, it was important that local governments throughout the region are continually apprised of funding opportunities for the implementation of bicycle and pedestrian initiatives.

SUMMARY OF PUBLIC MEETINGS

Northeast Georgia Regional Bicycle and Pedestrian Plan
Public Meeting: City of Covington
Monday, March 22, 2004 at 5:00 pm
The Center for Community Planning and Preservation
2104 Washington Street

I. Greeting and Introduction – Chris Ulmer presenting from the Northeast Georgia Regional Development Center.

- Mr. Ulmer opened the meeting at 5:05 pm and introduced himself to those present.
- He explained that this was the first, in a set of three, introductory meetings to gather public input for the Northeast Georgia Regional Bicycle and Pedestrian Plan.

II. Presentation on the Northeast Georgia Regional Bicycle and Pedestrian Plan.

a. Presentation consists of the project background, project scope, and the planning process required to create the final document.

- Mr. Ulmer presented information on the background of the project, and how the bicycle and pedestrian component of the GDOT contract has evolved.
- Major issues were discussed in terms of the impacts on multi-modal transportation that the regional plan hoped to address.
- The overall scope of the project was discussed, including the format of the final product.
- The planning process was discussed in detail to illustrate how the final product was to be created.

III. Overview of Vision Statement, Goals and Policies.

- Upon completion of the presentation, Mr. Ulmer guided the participants to the handout iterating the vision statement, goals and objectives that the Planning Advisory Committee (PAC) had formulated.
- Mr. Ulmer summarized the three components and instructed the participants to provide written comments regarding any changes to the vision statement, goals or objectives.

IV. Question and Answer period.

- Mr. Ulmer opened the floor to questions or comments:

- Comment on the need for additional funding options to implement projects – Mr. Ulmer directed the participant to the Center for Disease Control as an underutilized source of funding for alternative forms of transportation that addressed public health issues.
- Question on the degree of local government participation in the planning process – Mr. Ulmer responded stating that each of the local governments within the region were solicited to provided representation on the PAC. In addition, Mr. Ulmer was providing the opportunity to meet individually with concerned officials and staff to discuss local issues as they pertain to inclusion in the regional plan. Mr. Ulmer stated his intent to discuss the regional plan at the RDC Board of Director's meeting and to periodically inform all local governments of the plan's progress.
- General comment on the need to expand the scope of the benefits that a regional bicycle and pedestrian plan can generate to include the economic benefits that could result from increased tourism – Mr. Ulmer responded that he would recommend to the PAC that a section of the plan document be dedicated to discussing the economic impacts of implementing a bicycle and pedestrian network.

V. Time provided to fill out public comment card.
- Mr. Ulmer requested that participants take a few minutes to provide written comments regarding the planning process, route designation, implementation, or any other general comments concerning the plan.

VI. Time provided to fill out bicycle and pedestrian user questionnaire.
- Mr. Ulmer summarized the bicycle and pedestrian questionnaire and noted that it was being used as a supplemental tool to gather public comments. Mr. Ulmer requested that each participant fill out the questionnaire and take additional copies to distribute to regional residents.

VII. Closing remarks.
- Mr. Ulmer thanked all participants for their attendance and informed them that another round of public meetings was scheduled for the summer (specific time and place to be determined).

VIII. Adjourn.
- There being no further comments, Mr. Ulmer adjourned the meeting at 6:15 pm.

Northeast Georgia Regional Bicycle and Pedestrian Plan
Public Meeting: City of Athens
Tuesday, March 23, 2004 at 6:00 pm
Northeast Georgia Regional Development Center
305 Research Drive

I. Greeting and Introduction – Chris Ulmer presenting from the Northeast Georgia Regional Development Center.

- Mr. Ulmer opened the meeting at 6:10 pm and introduced himself to those present.
- He explained that this was the second, in a set of three, introductory meetings to gather public input for the Northeast Georgia Regional Bicycle and Pedestrian Plan.

II. Presentation on the Northeast Georgia Regional Bicycle and Pedestrian Plan.

a. Presentation consists of the project background, project scope, and the planning process required to create the final document.

- Mr. Ulmer presented information on the background of the project, and how the bicycle and pedestrian component of the GDOT contract has evolved.
- Major issues were discussed in terms of the impacts on multi-modal transportation that the regional plan hoped to address.
- The overall scope of the project was discussed, including the format of the final product.
- The planning process was discussed in detail to illustrate how the final product was to be created.

III. Overview of Vision Statement, Goals and Policies.

- Upon completion of the presentation, Mr. Ulmer guided the participants to the handout iterating the vision statement, goals and objectives that the Planning Advisory Committee (PAC) had formulated.
- Mr. Ulmer summarized the three components and instructed the participants to provide written comments regarding any changes to the vision statement, goals or objectives.

IV. Question and Answer period.

- Mr. Ulmer opened the floor to questions or comments:
  - Question on the integration of the regional plan into the MACORTS planning process – Mr. Ulmer explained that the regional plan was outside of the scope of the MACORTS

planning process, however the PAC felt strongly that both planning initiatives needed to be coordinated to ensure adequate linkage to the urbanized area. Mr. Ulmer explained that Athens-Clarke County staff was a part of the regional PAC and that the two planning initiatives intended to coordinate as much as possible.

- Comment on the gap in planning for areas inside MACORTS but outside of Athens-Clarke County (specifically those sections of Oconee and Madison counties within MACORTS) due to a lack of interest in bicycle and pedestrian planning – Mr. Ulmer directed the comment to John Devine, Regional PAC member and MACORTS staff, who replied that Oconee County has not specifically identified projects for inclusion in the MACORTS plan and that any interested citizens needed to communicate the need with their local government officials and MACORTS representatives.
- Comment on the need for increased publicity of the planning process through the use of county newspapers – Mr. Ulmer noted that a press release ran in each of the county newspapers throughout the region advertising the public meetings and that there were 3 news articles to date describing the process (an article in Flagpole Magazine, the Jackson Herald, and the Athens-Banner Herald), and that as the process continued it was the goal to have published an article in each of the newspapers.
- Question on how the pedestrian component was going to be integrated into the plan – Mr. Ulmer replied that the PAC had yet to determine the specifics of the pedestrian component but that initial thoughts were to identify "pedestrian improvement zones" that had high population concentrations and were located in areas designated for future development in future land use plans.
- Comment on the opportunity to utilize railroad, utility, and stream corridors as multi-use trails – Mr. Ulmer replied that part of the planning process required identifying different types of facilities for different types of users. As a part of this process the PAC was not limiting itself to simply identifying existing roadways for inclusion in the network and that opportunity existed throughout the region for including other corridors in the plan.
- Question on the GDOT's role in the implementation of the plan – Mr. Ulmer responded that the implementation of the regional plan was the responsibility of the local governments throughout the region.
- Comment on the need to identify roads throughout the region that were less traveled by vehicles in order to provide a safe

network of bicycling facilities – Mr. Ulmer responded that part of the existing conditions analysis was intended to label all major roads in the region according to their suitability for bicycling (based on the criteria discussed in the presentation).

V. Time provided to fill out public comment card.
- Mr. Ulmer requested that participants take a few minutes to provide written comments regarding the planning process, route designation, implementation, or any other general comments concerning the plan.

VI. Time provided to fill out bicycle and pedestrian user questionnaire.
- Mr. Ulmer summarized the bicycle and pedestrian questionnaire and noted that it was being used as a supplemental tool to gather public comments. Mr. Ulmer requested that each participant fill out the questionnaire and take additional copies to distribute to regional residents.

VII. Closing remarks.
- Mr. Ulmer thanked all participants for their attendance and informed them that another round of public meetings was scheduled for the summer (specific time and place to be determined).

VIII. Adjourn.
- There being no further comments, Mr. Ulmer adjourned the meeting at 7:35 pm.

Northeast Georgia Regional Bicycle and Pedestrian Plan
Public Meeting: City of Jefferson
Thursday, March 25, 2004 at 6:00 pm
Jefferson Clubhouse
302 Longview Drive

I. Greeting and Introduction – Chris Ulmer presenting from the Northeast Georgia Regional Development Center.

- Mr. Ulmer opened the meeting at 6:08 pm and introduced himself to those present.
- He explained that this was the third, in a set of three, introductory meetings to gather public input for the Northeast Georgia Regional Bicycle and Pedestrian Plan.

II. Presentation on the Northeast Georgia Regional Bicycle and Pedestrian Plan.

b. Presentation consists of the project background, project scope, and the planning process required to create the final document.

- Mr. Ulmer presented information on the background of the project, and how the bicycle and pedestrian component of the GDOT contract has evolved.
- Major issues were discussed in terms of the impacts on multi-modal transportation that the regional plan hoped to address.
- The overall scope of the project was discussed, including the format of the final product.
- The planning process was discussed in detail to illustrate how the final product was to be created.

III. Overview of Vision Statement, Goals and Policies.

- Upon completion of the presentation, Mr. Ulmer guided the participants to the handout iterating the vision statement, goals and objectives that the Planning Advisory Committee (PAC) had formulated.
- Mr. Ulmer summarized the three components and instructed the participants to provide written comments regarding any changes to the vision statement, goals or objectives.

IV. Question and Answer period.

- Mr. Ulmer opened the floor to questions or comments:
  - Question on how local governments were going to act to implement the regional plan – Mr. Ulmer responded that the regional plan was not a mandate to local government and that

its implementation would require political support, in addition to public. Mr. Ulmer stated that it was the PAC's goal to have local governments adopt the regional plan as an element of the transportation section of their respective Comprehensive Plan.

- Comment on the need to integrate these transportation issues into land use and development ordinances – Mr. Ulmer state that a desired outcome was that local government would utilize the regional plan to work with developers on the preservation (and in some cases actual construction) of corridors designated for inclusion in the regional network.
- Comment on the lack of infrastructure region-wide for bicyclists and pedestrians – Mr. Ulmer commented that this was one of the major issues that the plan hoped to address. The inability for users to engage in alternative forms of transportation is a reason most often cited to the question why don't you bike or walk more.

V. Time provided to fill out public comment card.

- Mr. Ulmer requested that participants take a few minutes to provide written comments regarding the planning process, route designation, implementation, or any other general comments concerning the plan.

VI. Time provided to fill out bicycle and pedestrian user questionnaire.

- Mr. Ulmer summarized the bicycle and pedestrian questionnaire and noted that it was being used as a supplemental tool to gather public comments. Mr. Ulmer requested that each participant fill out the questionnaire and take additional copies to distribute to regional residents.

VII. Closing remarks.

- Mr. Ulmer thanked all participants for their attendance and informed them that another round of public meetings was scheduled for the summer (specific time and place to be determined).

VIII. Adjourn.

- There being no further comments, Mr. Ulmer adjourned the meeting at 7:05 pm.

Northeast Georgia Regional Bicycle and Pedestrian Plan
Public Meeting: City of Covington
Wednesday, September 29, 2004 at 7:00 pm
The Center for Community Planning and Preservation
2104 Washington Street

I. Greeting and Introduction – Chris Ulmer presenting from the Northeast Georgia Regional Development Center.

- Mr. Ulmer opened the meeting at 7:03 pm, introduced himself and asked that those present sign-in.
- He explained that this was the second set of public meetings that were being held during the final stages of the planning process.

II. Overview of the planning process.

- Mr. Ulmer presented information on the background of the project, and how the bicycle and pedestrian component of the GDOT contract has evolved.
- The overall scope of the project was discussed, including the format of the final product.
- The planning process was discussed in detail to illustrate how the final product was to be created.

III. Overview of Vision Statement, Goals and Policies.

- Mr. Ulmer presented the vision statement, goals and objectives that the Planning Advisory Committee (PAC) had formulated.

IV. Discussion of Needs Assessment and Implementation Strategy.

- Mr. Ulmer outlined the major needs that were identified by the PAC.
- Mr. Ulmer outlined how each of these needs translated into work items that form the implementation strategy of the plan.

V. Presentation of the Regional Network Recommendations Map.

- Mr. Ulmer presented a map illustrating the PAC's recommendations for the regional network of bicycle and mixed-use facilities.
- Mr. Ulmer explained the nature of the pedestrian component of the plan and that it was largely policy-driven. He went on to explain the multi-use policies derived by the PAC addressing the need to include pedestrian facilities in major population centers and surrounding school campuses.

VI. Mr. Ulmer opened the floor for questions and comments.

- Comment: Education and awareness are the keys to changing the attitudes towards cyclists and pedestrians. If that is not a major part of this plan then the network will not be of much use.
- Comment: Facilities should be targeted for higher population areas to increase the amount of users. It is counterproductive to have empty facilities because that is what opponents use to argue against increased funding for lanes and sidewalks.
- Comment: We need to develop incentives to increase the amount of young bike riders. Part of that is ensuring a safe environment to the parents.
- Comment: Local governments need to "buy-in" to this plan and move forward on the implementation, especially the inclusion of this into other local planning initiatives. If nobody is using this plan it will become obsolete quickly and opportunities will be lost.
- Comment: Bike lanes on the roads are great but priority projects in the short-term should focus on multi-use paths and trails to encourage new users to walk and ride. The majority of the users that will use lanes on highways are already out there cycling so the focus should be on increasing the number of users before spending too much money on getting lanes for a small group of people.

VII. Remaining accomplishments.

- Mr. Ulmer discussed the remaining elements of the planning process and highlighted the schedule for completion of the entire plan.

VIII. Closing remarks.

- Mr. Ulmer thanked all participants for their attendance and informed them that drafts of the plan will be posted on the Northeast Georgia RDC's website.

IX. Adjourn.

- There being no further comments, Mr. Ulmer adjourned the meeting at 8:12 pm.

Northeast Georgia Regional Bicycle and Pedestrian Plan

The Northeast Georgia Regional Development Center is working with the Georgia Department of Transportation to develop a regional bicycle and pedestrian plan. The intent of this questionnaire is not to represent a statistically valid sample of the regional population, but merely as a means to generate feedback on the preferences and concerns of regional cyclists and pedestrians.

Bicycle Questionnaire

1. Do you ride a bike? Yes ___ No___ *if no skip to question 7.*

2. Which of the following phrases best describes you:
    a. ___ An advanced, confident rider who is comfortable riding in most traffic situations.
    b. ___ An intermediate rider who is really not comfortable riding in most traffic situations.
    c. ___ A beginner rider who prefers to stick to the bike path or trail.

3. Where do you like to ride your bicycle? (Rank the following items in order of preference with 1 being the most preferred and 4 the least preferred):
    a. Off-street multi-use paths ___
    b. On-street bike lanes ___
    c. Roadways without bicycle lanes ___
    d. Residential roadways ___
    e. Other (please specify) _____

4. How often do you ride a bike?
    a. 1x per day or more ___
    b. 1-6x per week ___
    c. 1-3x per month ___
    d. Rarely ___

5. Why do you ride a bike? (Rank the following reasons with 1 being the most often and 6 the least often):
    a. Work ___
    b. School ___
    c. Errands ___
    d. Social ___
    e. Recreation ___
    f. Exercise ___

6. How far do you ride your bike on average?
    a. 0-5 miles ___
    b. 6-10 miles ___
    c. 11 or more miles ___

7. Why don't you ride your bike more often? (Please rank the reasons with 1 being the most important and 7 the least important).
    a. Concerns about safety ___
    b. No bike paths or routes to ride on ___
    c. No bicycle parking areas ___
    d. Weather/darkness ___
    e. Destination is too far ___
    f. Need access to car ___
    g. Lack of adequate change/shower facilities ___
    h. Other (please specify) _____

8. Which roadways do you bike most often? Please describe the biggest problems associated with bicycling at these locations (dangerous intersections, no marked lanes or shoulders, poor pavement condition, excessive traffic or speeds, too many trucks, etc.)

Pedestrian Questionnaire

1. How often do you walk to or from school, work, errands, for recreation or exercise, during lunch, or to a business or social activity? (Please count each round trip as one trip).
    a. 1x per day or more ___
    b. 1-6x per week ___
    c. 1-3x per month ___
    d. Rarely ___

2. Why do you walk? (Please rank the following reasons with 1 as most often and 6 as least often).
    a. Work ___
    b. School ___
    c. Errands ___
    d. Social ___
    e. Recreation ___
    f. Exercise ___

3. How far do you walk on an average trip? (Check all that apply).
    a. Several blocks or less ___
    b. ¼ to 1 mile ___
    c. 1-2 miles ___
    d. Over 2 miles ___

4. How far do you live from work, school, or other major destination area?
    a. 0-1 mile ___
    b. 1-2 miles ___
    c. 2-5 miles ___
    d. 6-10 miles ___
    e. 11 or more miles ___

5. Describe the reasons you do not walk more frequently to your destinations. (Rank the following reasons with 1 as most important and 6 as least important).
    a. Concerns about safety ___
    b. Lack of designated walkways ___
    c. Weather/darkness ___
    d. Need access to car ___
    e. Destination is too far ___
    f. Other (please specify) _____

6. Please identify the five biggest problems associated with walking in your area.

    1. _____

    2. _____

    3. _____

    4. _____

    5. _____

Thank you very much for your participation!

Voluntary Information

City/County: _____

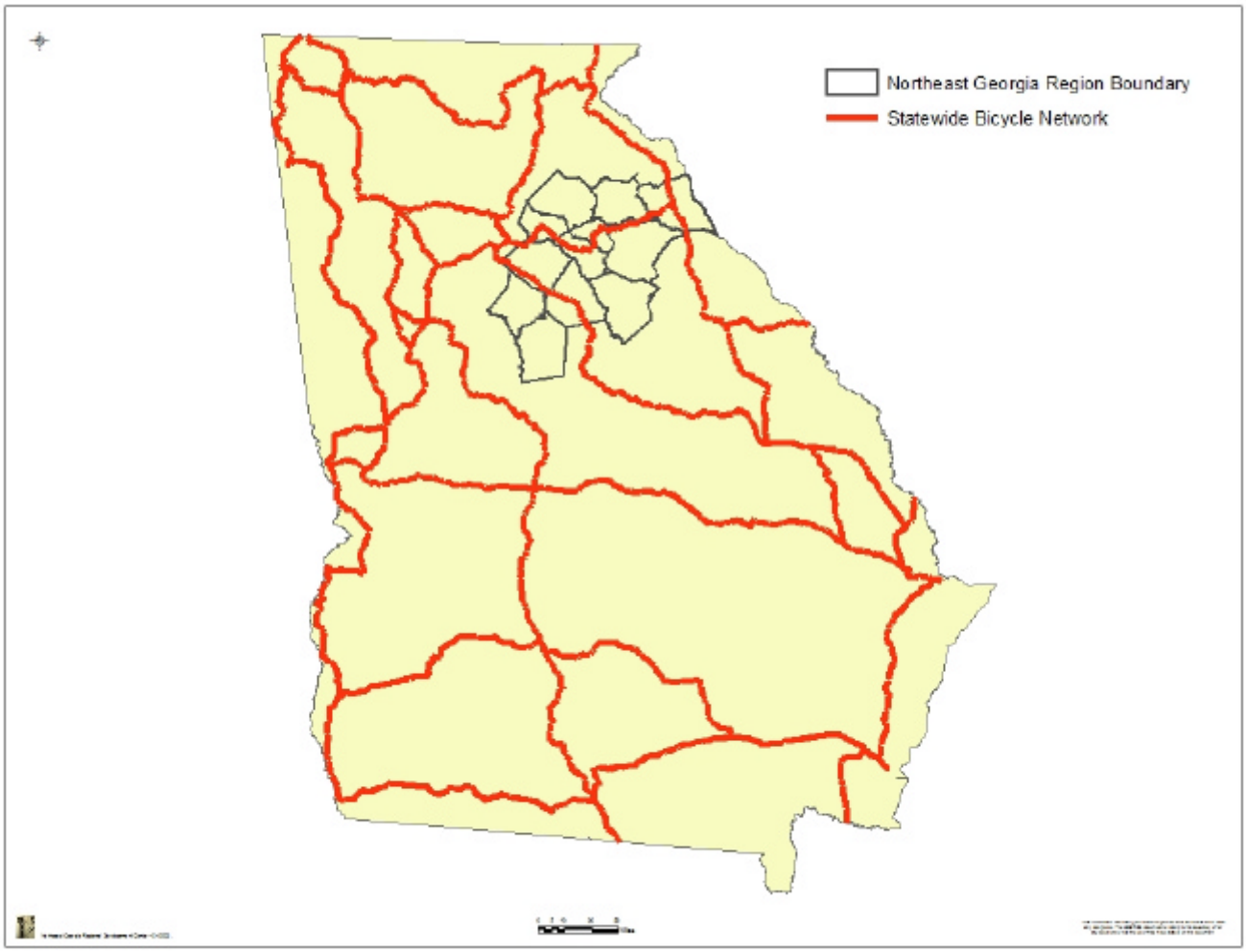
Age: _____ Sex: M ___ F ___

Please return questionnaires to Chris Ulmer at the Northeast Georgia Regional Development Center by mail at 305 Research Drive, Athens, GA 30605-2795 or fax at 706-369-5792. For further information on the regional planning project feel free to contact Chris Ulmer by phone at 706-369-5650 or email at culmer@negrdc.org.

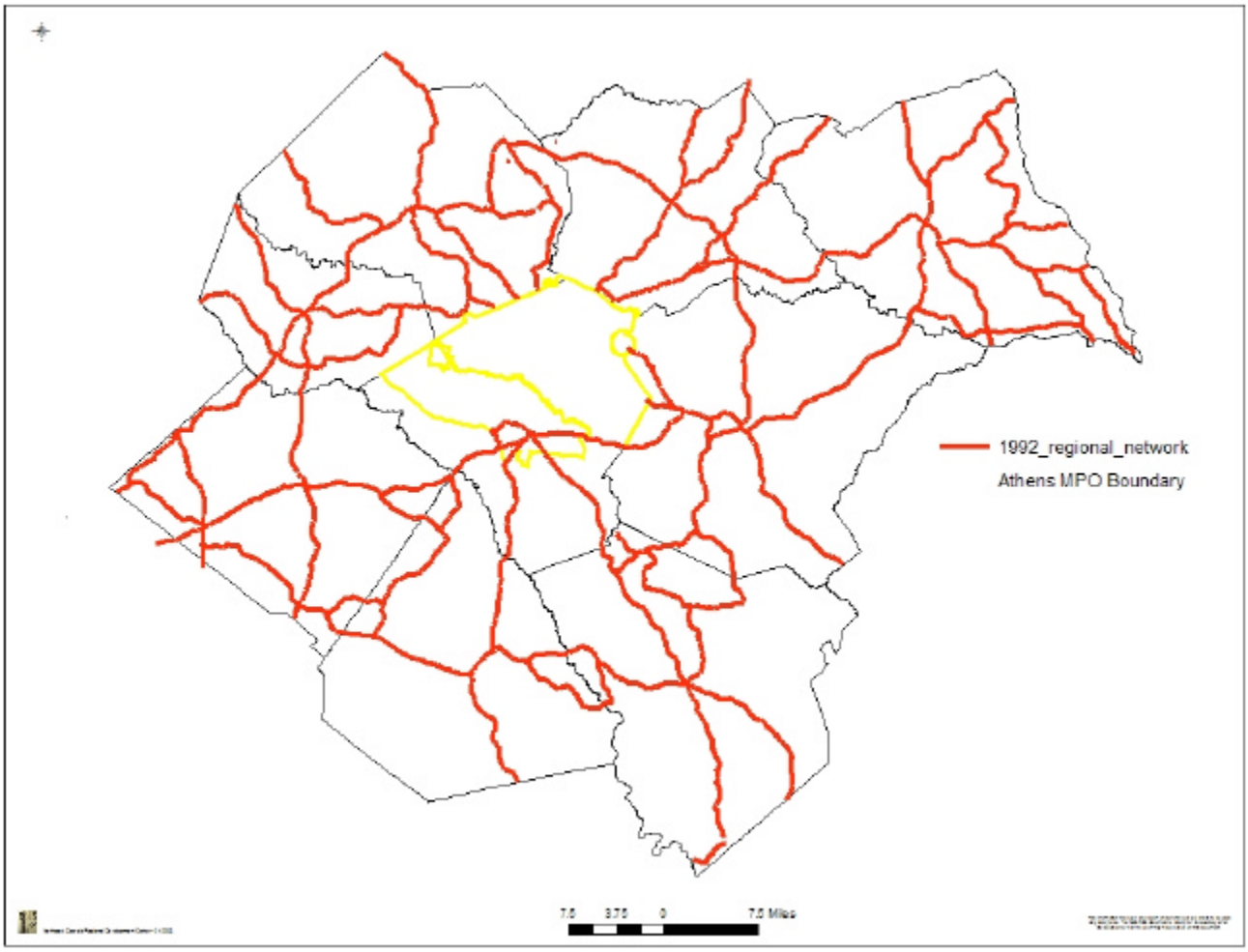
APPENDIX 2

REGIONAL PLANNING EFFORTS

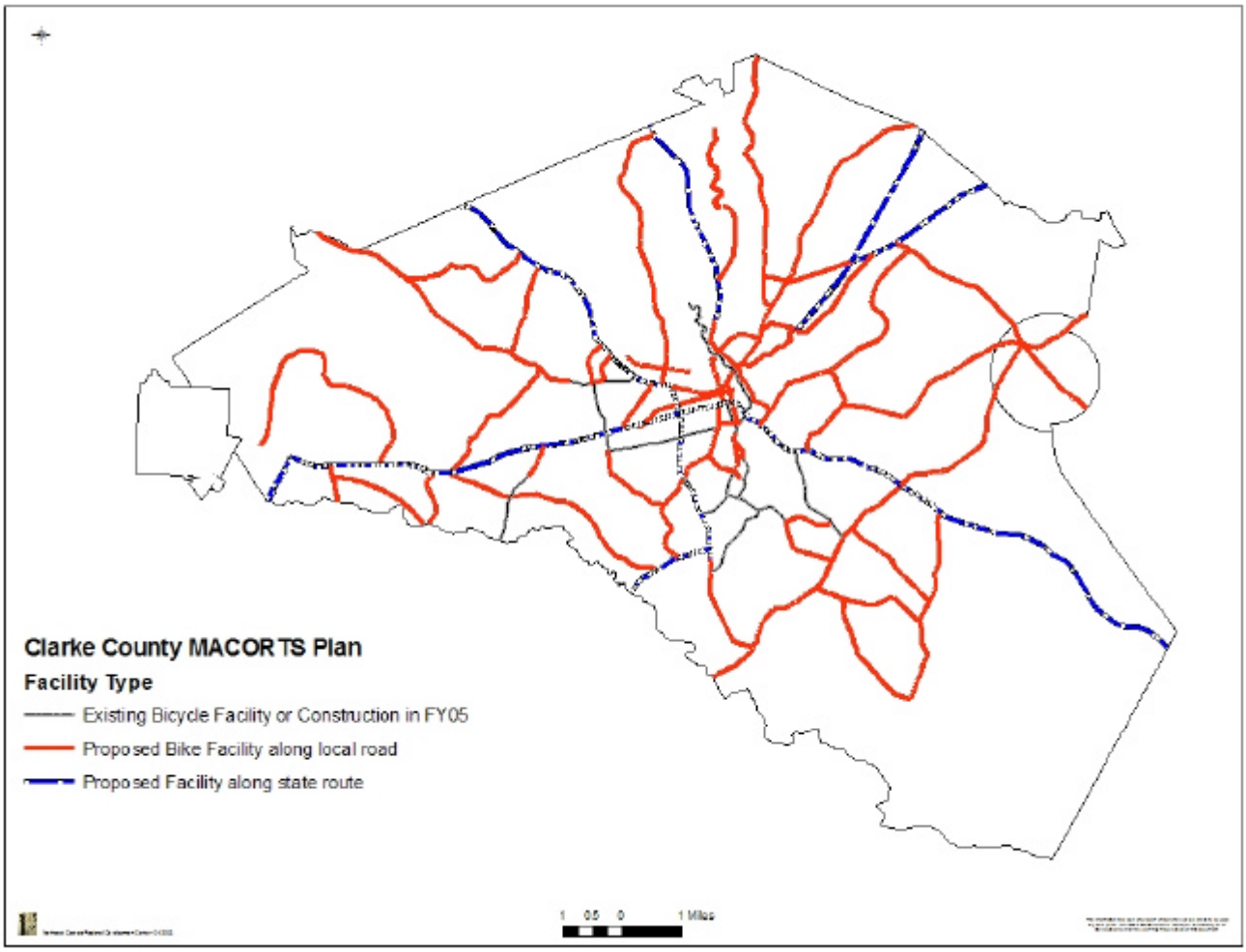
Statewide Planned Bicycle Network



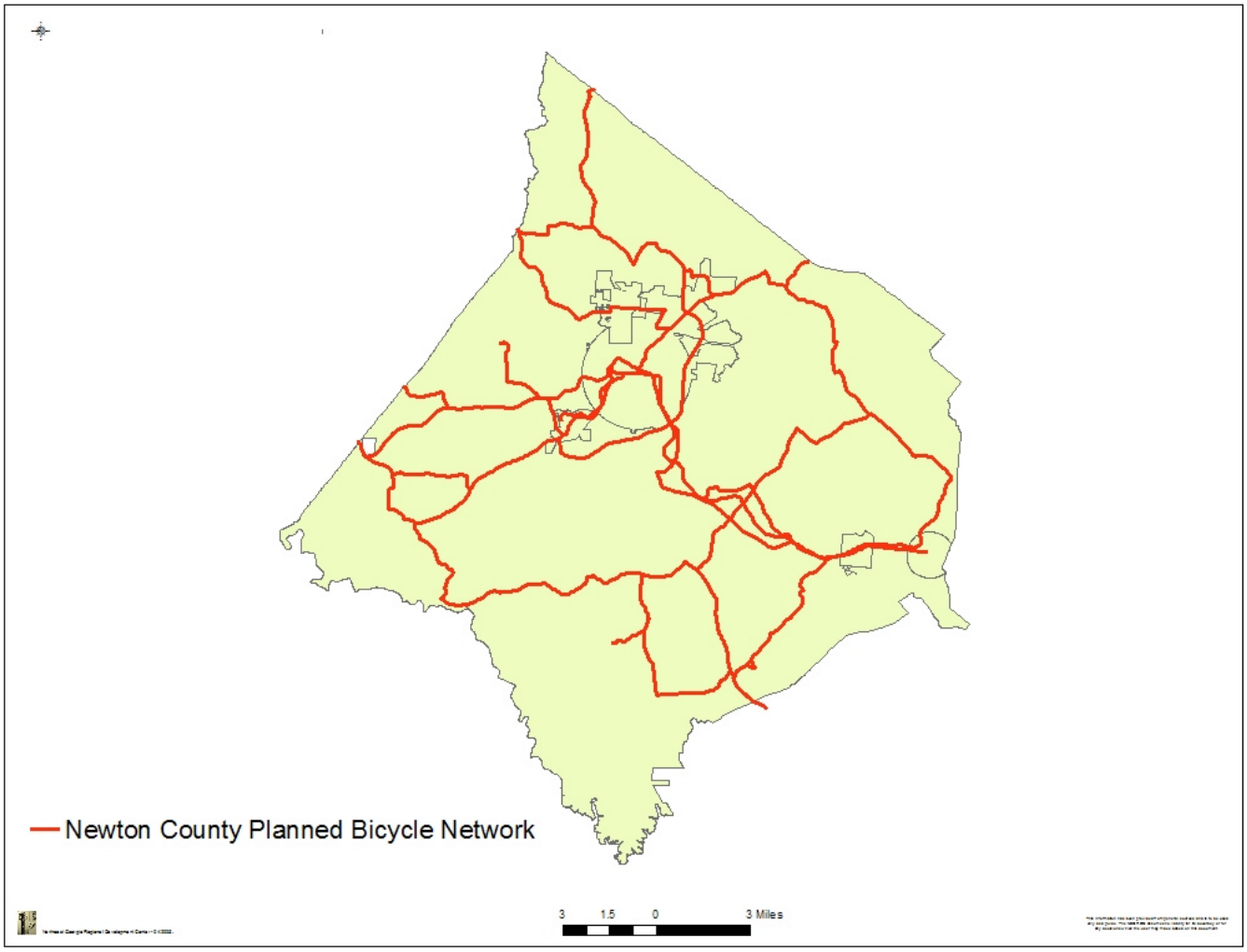
1992 Regional Bicycle Network



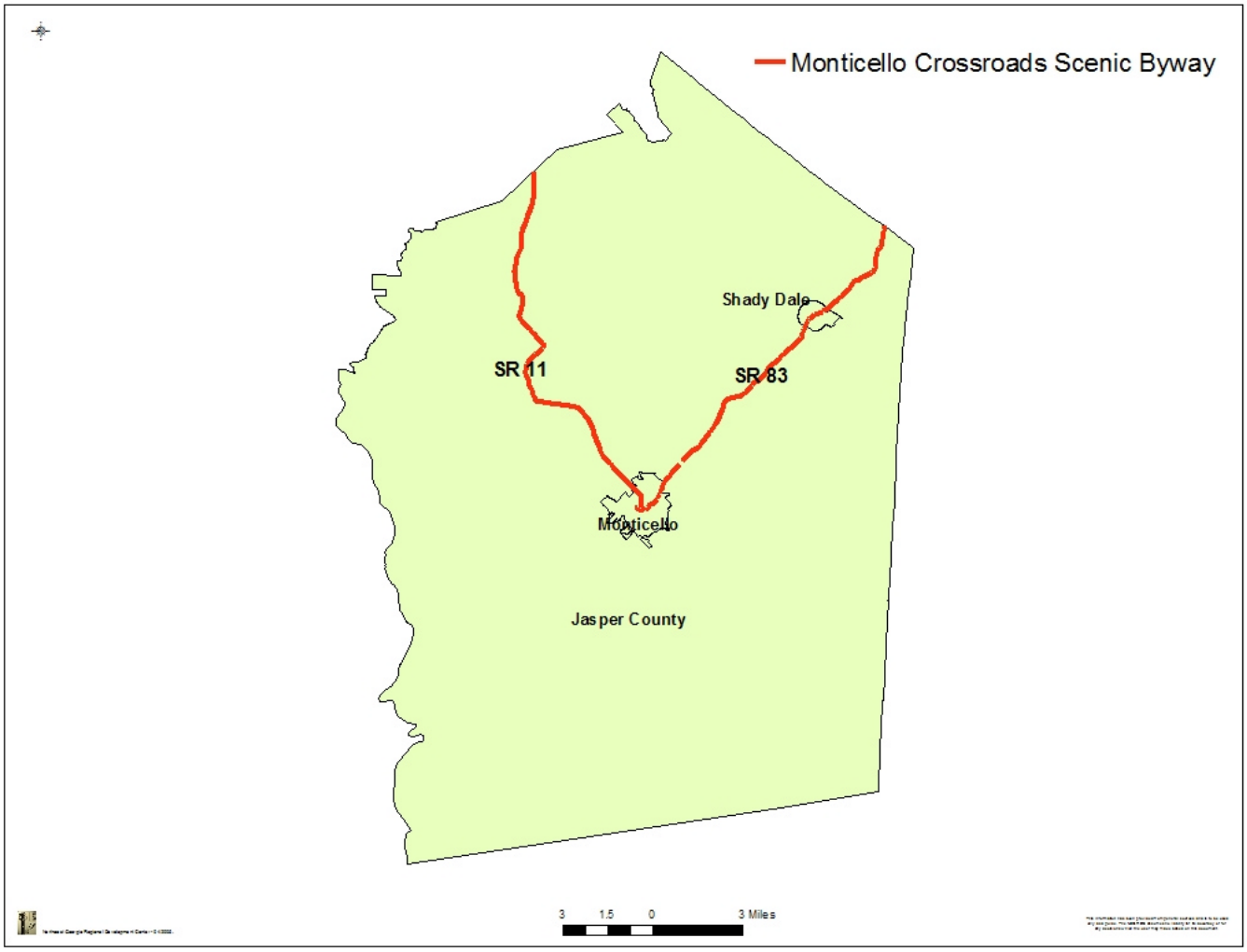
Athens-Clarke County MACORTS Bicycle Network Plan



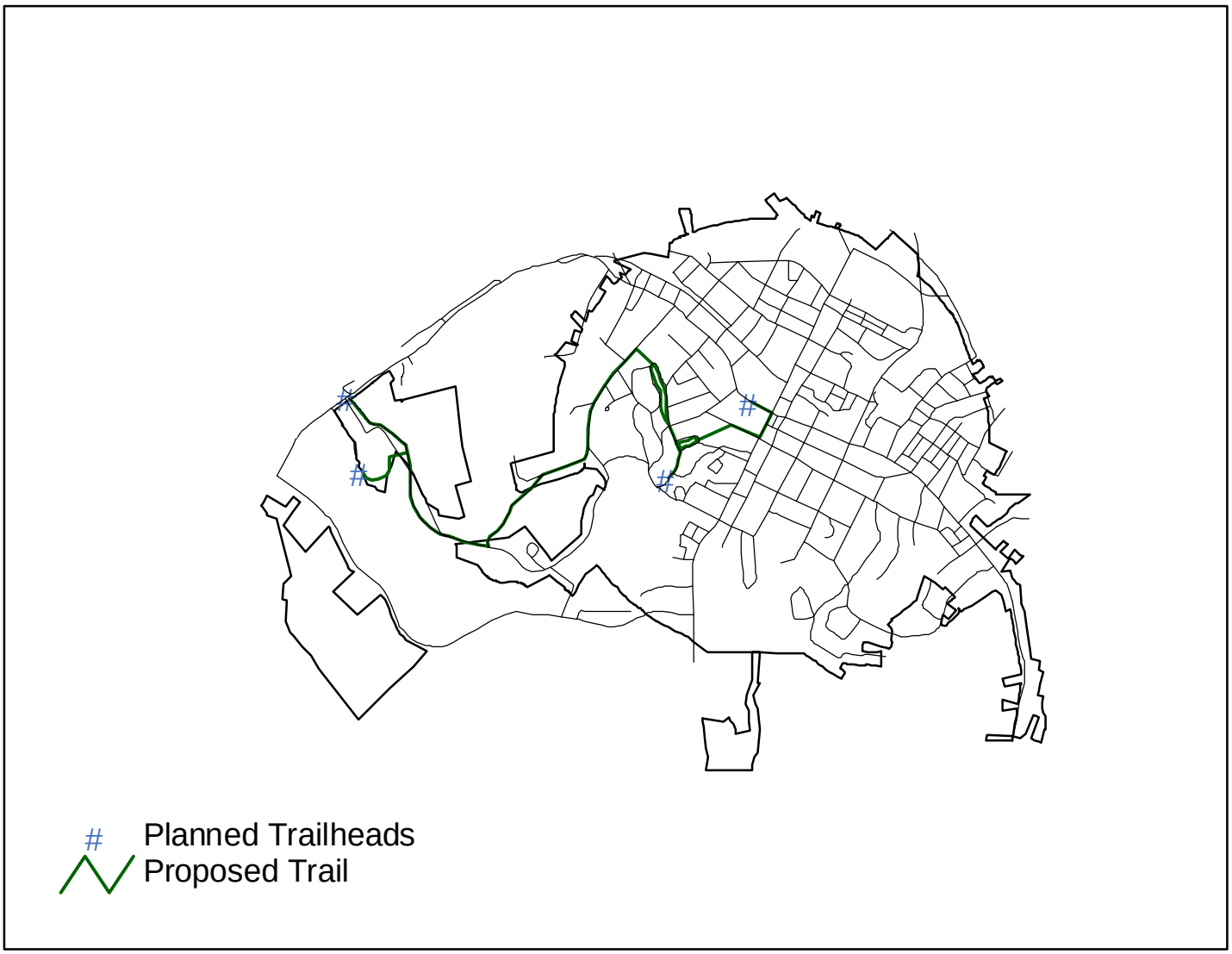
Newton County Planned Bicycle Network



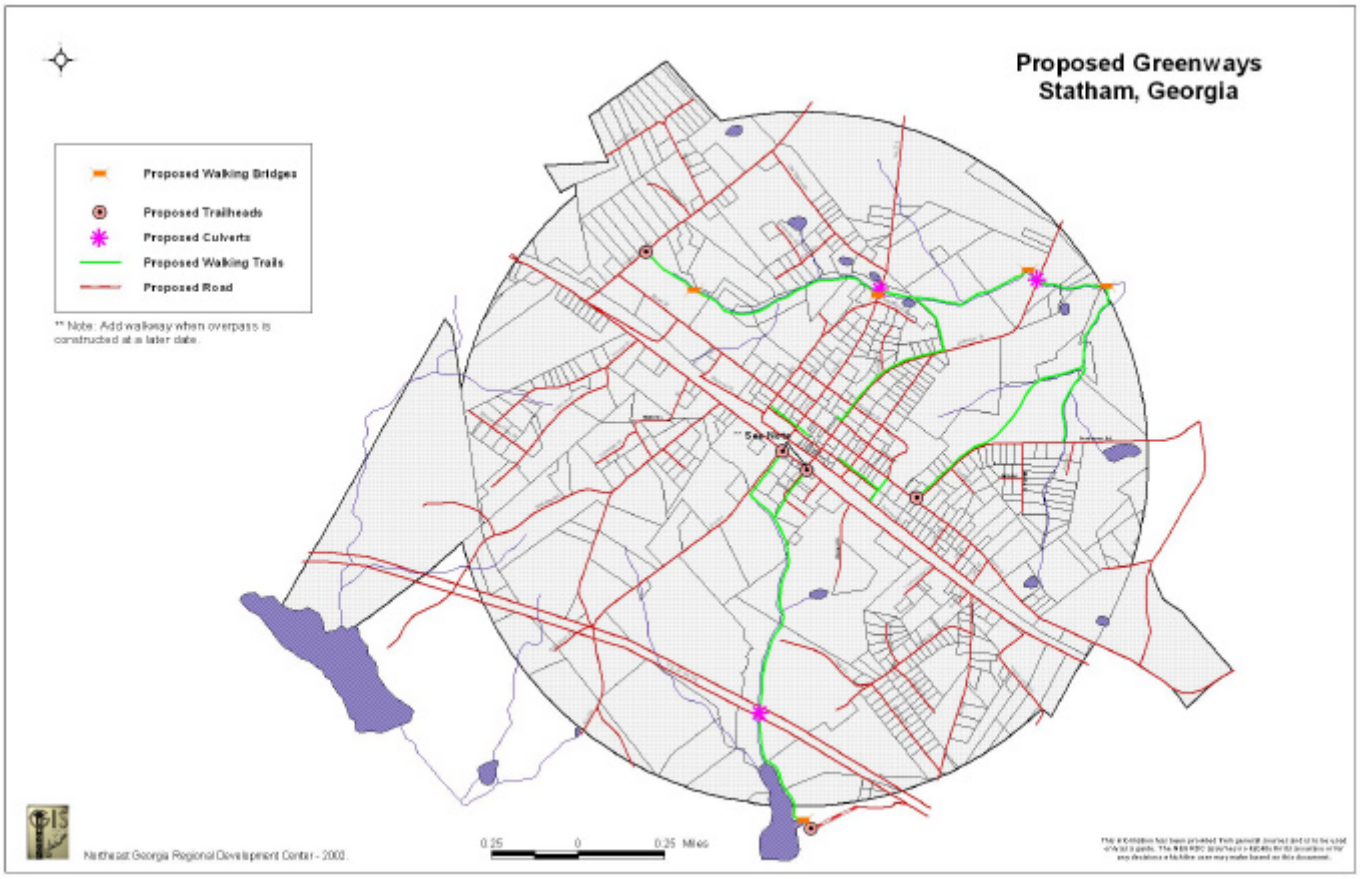
Jasper County Scenic Byways



City of Elberton Planned Bicycle Trail



City of Statham Planned Greenways



Short and Long-Term Needs from the Northeast Georgia Regional Plan Related to the Regional Bicycle and Pedestrian Plan

Short-Term Needs:

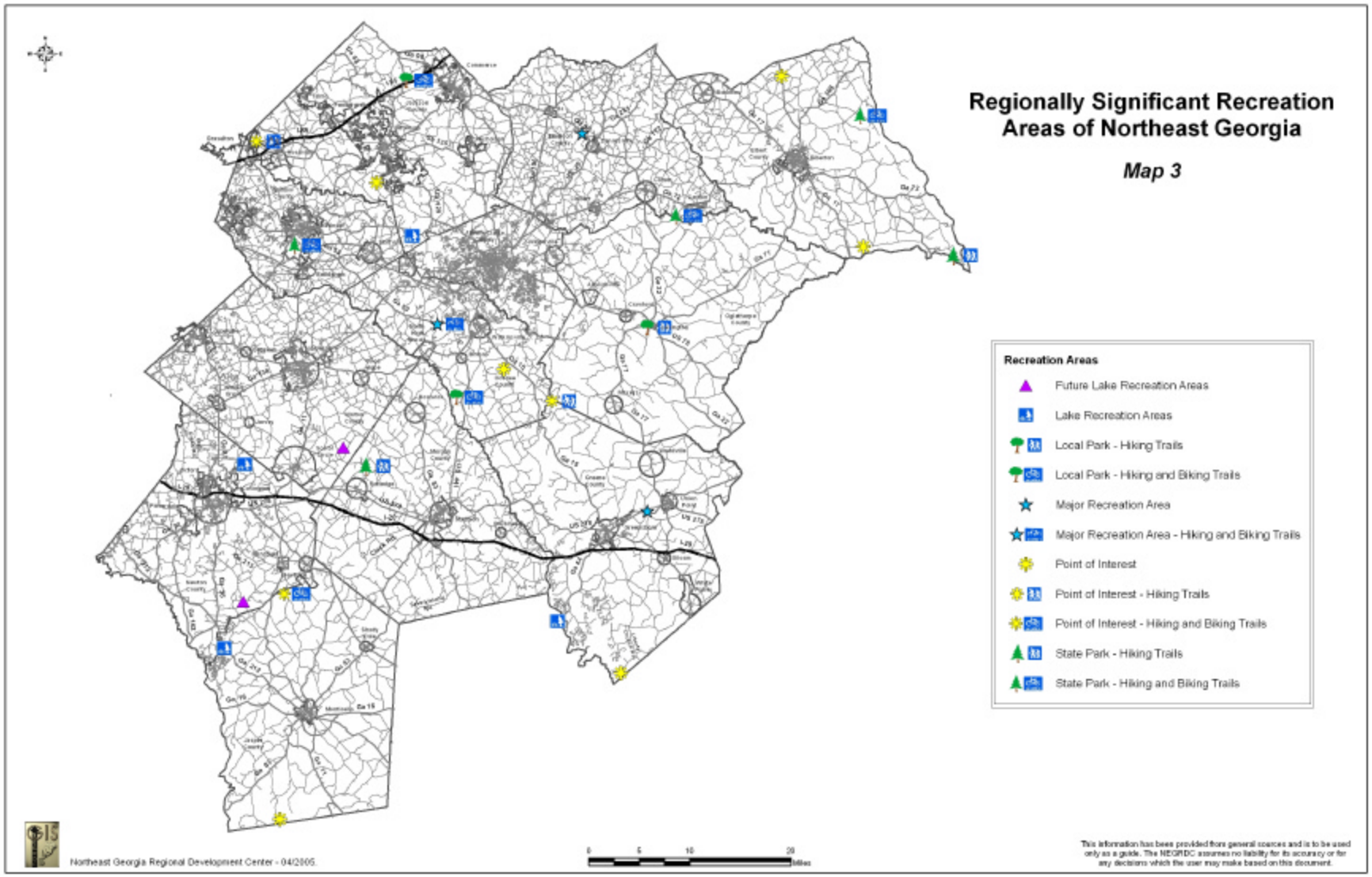
- Develop Greenways and river corridors to allow for increased river access.
- More access to navigable rivers to designate as public open space and passive recreation areas.
- Need to increase passive recreation opportunities throughout the region.
- Examine alternate modes of transportation in the region, with emphasis on commuter traffic.

Long-Term Needs:

- Multi-jurisdictional greenways. The Oconee River Greenway is being developed and the RDC should give encouragement and support if possible. Long-term, the RDC should encourage more inter-jurisdictional greenways.

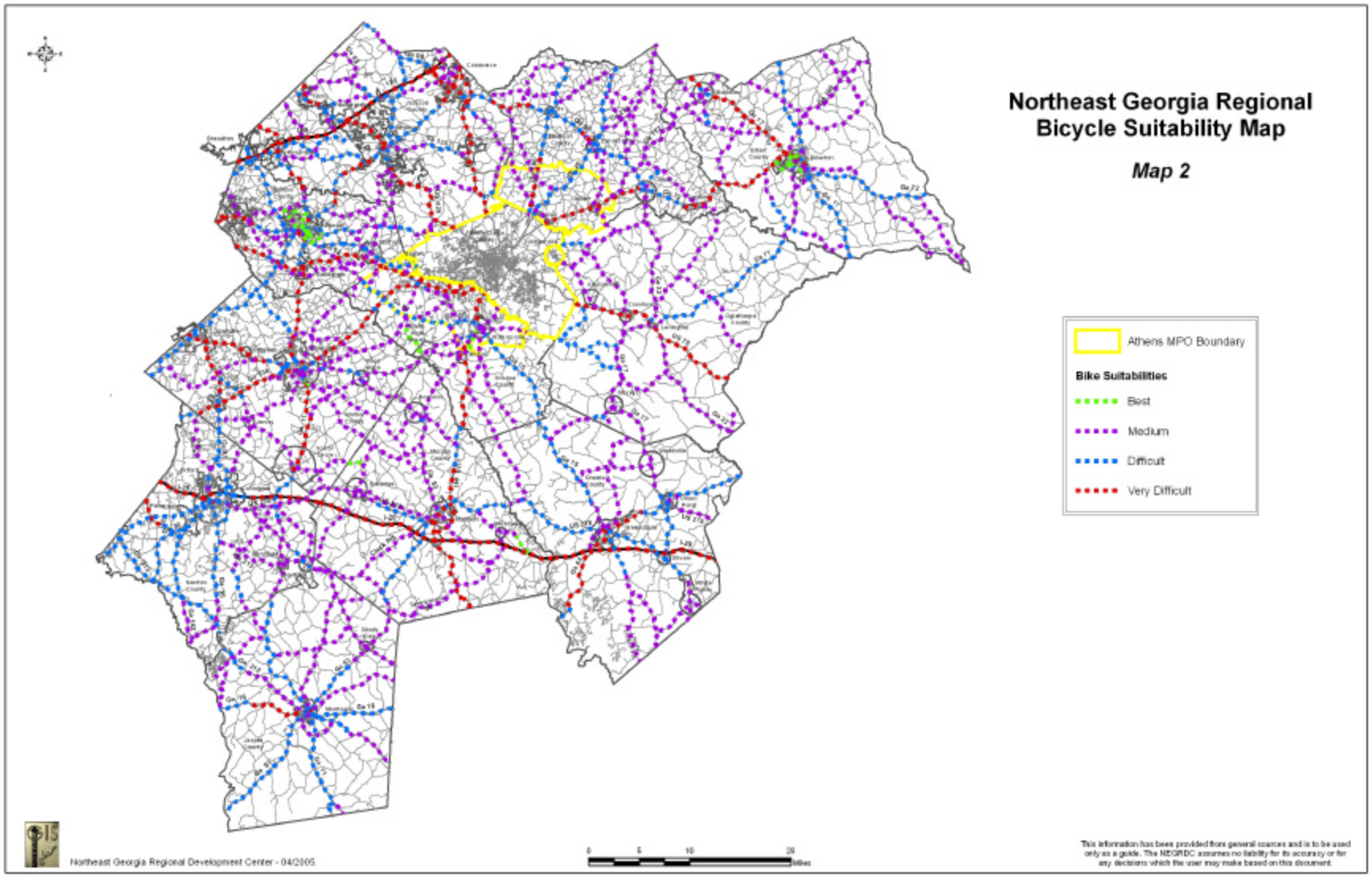
APPENDIX 3

REGIONAL RECREATION AREAS


Regionally Significant Recreation Areas of Northeast Georgia
Map 3
Recreation Areas
Future Lake Recreation Areas
Lake Recreation Areas
Local Park - Hiking Trails
Local Park - Hiking and Biking Trails
Major Recreation Area
Major Recreation Area - Hiking and Biking Trails
Point of Interest
Point of Interest - Hiking Trails
Point of Interest - Hiking and Biking Trails
State Park - Hiking Trails
State Park - Hiking and Biking Trails
Northeast Georgia Regional Development Center - 04/2005
This information has been provided from general sources and is to be used only as a guide. The NEGRDC assumes no liability for its accuracy or for any decisions which the user may make based on this document.

APPENDIX 4

REGIONAL SUITABILITY MAP


Northeast Georgia Regional
Bicycle Suitability Map
Map 2
Athens MPO Boundary
Bike Suitabilities
Best
Medium
Difficult
Very Difficult
Northeast Georgia Regional Development Center - 04/2005
This information has been provided from general sources and is to be used only as a guide. The NEGRDC assumes no liability for its accuracy or for any decisions which the user may make based on this document.

APPENDIX 5

REGIONAL IMPLEMENTATION STRATEGY

Goals, Objectives and Strategies for the Implementation of the Northeast Georgia Regional Bicycle and Pedestrian Plan

Vision Statement:

Integrate bicycle and pedestrian travel into the existing transportation framework by developing a safe, convenient, and accessible environment for cyclists and pedestrians that meets the needs for both transportation and recreation purposes, enhances the environment, and provides an avenue to improve public health.

Goals, Objectives and Strategies	Implementation Timeframe			Responsible Agencies	Cost Estimate	Possible Funding Sources
	Short-term 2005-2015	Mid-term 2015-2025	Long-term 2025-2035			
Goal1: *Promote and encourage bicycling and walking as a means of transportation, healthy living and environmental preservation.*						
Objective 1: Conduct promotional activities to raise awareness of the direct health benefits attributed to increased levels of walking and bicycling.						
1. Work with public health departments to promote active living through increased physical activity as a means of combating local health issues.	X			RDC; Local Government	$15,000	GDOT; CDC; Local
Objective 2: Promote the subsidiary benefits of walking and bicycling as they relate to economic development and environmental and historic preservation.						
1. Work with local government's, Better Hometown's, and Downtown Development Authorities to incorporate bike/ped strategies into local economic development plans.	X			RDC; Local Government; Local Economic Development Agencies.	$25,000	GDOT; EDA; DCA; Local
2. Assist local government's, greenway authorities, or watershed associations in implementing environmentally sensitive shared-use greenways along river and stream corridors.	X	X	X	RDC; Local Government; Greenway Authorities; Watershed Associations	$15,000 per application	GDOT; DCA; DNR; Local; Private
3. Develop incentives for the use of alternative forms of transportation as a means of improving regional air quality.	X	X	X	RDC; Local Government	$10,000	GDOT; Local
4. Work with regional historic preservation societies to increase opportunities for promoting walking and cycling tours of major historic areas.	X	X	X	RDC; Historic Preservation Society	$5,000	GDOT; DNR-HPD
Objective 3: Develop education programs and materials that promote safer conditions for cyclists, pedestrians, and motorists.						
1. Increase the use of the media to educate the public about the positive impacts of cycling and walking.	X			RDC	-	-
2. Work with local bicycle groups to provide bicycle and pedestrian safety courses for users of all ages.	X			RDC; Local non-profit organizations	Volunteer	Private

Goals, Objectives and Strategies	Implementation Timeframe			Responsible Agencies	Cost Estimate	Possible Funding Sources
	Short-term 2005-2015	Mid-term 2015-2025	Long-term 2025-2035			
3. Develop safety education programs and materials highlighting existing traffic laws related to the rights of cyclists and pedestrians.	X			RDC	$15,000	GDOT
4. Develop a model "Safe Routes to School" program to distribute to local school districts.	X			RDC; School Districts	$30,000	GDOT
5. Develop a template based on Newton County's trails foundation that can be used to develop additional foundations throughout the region.	X			RDC; Newton County	$20,000	GDOT; DCA; Local
Objective 4: Utilize national awareness days, such as Walk-to-School Day, to promote bicycle and pedestrian issues throughout the region.						
1. Develop promotional materials to distribute to local organizations and assist in the implementation of national awareness days related to bicycle and pedestrian transportation issues.	X	X	X	RDC; Local non-profit organizations; School Districts	$5,000	GDOT
Goal 2: *Create a safe, convenient, and accessible network of bicycle and pedestrian facilities that meets the needs of a wide range of users.*						
Objective 1: Encourage a cooperative relationship among local governments, schools, the private sector, local advocacy groups, and the general public to foster the development of the regional network.						
1. Maintain a collaborative regional planning effort to promote all components of the regional plan to all affected parties.	X	X	X	RDC	Staff Time	Local
Objective 2: Ensure that the regional network accommodates a wide range of users from novice to expert and meets ADA standards wherever possible.						
1.Endorse the AASHTO Guides for the Development of Bicycle Facilities and Pedestrian Facilities.	X			RDC; Local Government	-	-
3. Develop uniform signing and marking of all bike and walkways.	X			RDC; Local Government	$5,000	GDOT; Local
4. Develop a maintenance program to ensure the safe condition of all bike and walkways.	X			RDC; Local Government	$25,000	GDOT; Local; Private
Objective 3: Develop a network of bicycle and pedestrian facilities linking major origin and destination points.						
1. Construct bicycle and pedestrian facilities according to the map and list of recommendations in the regional plan.	X	X	X	RDC; GDOT; Local Government	$214 Million	GDOT; Local; Private; and other state and federal grant programs
2. Identify opportunities to utilize existing corridors along utility lines, major rivers, abandoned railroads, and public easements to minimize total costs.	X	X	X	RDC; Local non-profit organizations; Local Government	-	-

Goals, Objectives and Strategies	Implementation Timeframe			Responsible Agencies	Cost Estimate	Possible Funding Sources
	Short-term 2005-2015	Mid-term 2015-2025	Long-term 2025-2035			
~~Objective 4:~~ Develop marketing materials, either written or graphic, to inform bicyclists and pedestrians of the location of regional facilities.						
1. Create maps and brochures illustrating existing and planned regional bicycle and walking facilities and update accordingly.	X	X	X	RDC	$30,000	GDOT; Local; Private
2. Post, and periodically update, the regional bicycle and pedestrian plan on the RDC's website.	X	X	X	RDC	Staff Time	GDOT; Local
Goal 3: *Integrate bicycle and pedestrian transportation issues into land use decisions*						
~~Objective 1:~~ Ensure the inclusion of bicycle and pedestrian components in the transportation element of the Comprehensive Plan.						
1. Address regional bicycle and pedestrian issues within the transportation elements of local comprehensive plans.	X	X	X	RDC; Local Governments	Funded through Comprehensive Plan process	Local; DCA
2. Include policy support for bicycle and pedestrian education programs within local comprehensive plans.	X	X	X	RDC: Local Governments	Funded through Comprehensive Plan process	Local; DCA
3. Coordinate the location of school sites with bicycle and pedestrian facilities, both existing and planned, within local comprehensive plans.	X	X	X	RDC; Local Governments	Funded through Comprehensive Plan process	Local; DCA
~~Objective 2:~~ Encourage zoning and land use changes to accommodate bicycle and pedestrian facilities in new developments.						
1. Develop requirements for the inclusion of bicycle and/or pedestrian facilities within new developments and the connectivity of facilities between developments.	X			RDC; Local Government	$15,000	DCA; Local
~~Objective 3:~~ Encourage local governments to proactively identify bicycle and pedestrian corridors.						
1. Identify opportunities to preserve corridor right-of-way for alternative forms of transportation.	X	X	X	RDC; Local Government; GDOT	-	-
~~Objective 4:~~ Monitor the progress of the implementation of the regional bicycle and pedestrian plan and update the plan periodically to reflect changes in needs and development patterns.						
1. Periodically update the regional network to reflect changing local and state plans and to identify the changing status of recommended projects.	X	X	X	RDC; Local Government; GDOT	Staff Time	GDOT; Local
2. Develop objective analytical tools to forecast the potential use of bicycle and pedestrian facilities based on population forecasts and the implementation of the regional network.	X			RDC; GDOT	$15,000	GDOT; DCA

Goals, Objectives and Strategies	Implementation Timeframe			Responsible Agencies	Cost Estimate	Possible Funding Sources
	Short-term 2005-2015	Mid-term 2015-2025	Long-term 2025-2035			
3. Conduct studies to evaluate the implementation of the regional network as well as the promotion, education, and safety awareness campaigns.		X	X	RDC; Local	$30,000	GDOT; DCA
Goal 4: *Actively seek funding resources from local, state, and federal agencies, as well as private sources, for planning, constructing, and maintaining a regional bicycle and pedestrian network.*						
Objective 1: Actively request that state and federal transportation agencies provide greater investment in bicycle and pedestrian transportation projects.						
1. Support increased dedication of funds to local governments to implement bicycle and pedestrian plans.	X	X	X	RDC; Local; Private	-	-
Objective 2: Identify all available state and federal grants for bicycle and pedestrian planning and implementation.						
1. Actively monitor available funding and inform jurisdictions of opportunities to obtain outside funding for implementing items identified in the regional plan.	X	X	X	RDC; Local	Staff Time	Local
Objective 3: Coordinate the implementation of bicycle and pedestrian projects to maximize the availability of [public or private funding sources.						
1. Identify multi-jurisdictional projects as priorities for outside funding to maximize the potential for grant awards.	X	X	X	RDC; Local	Staff Time	Local
2. Collaborate with adjacent RDC's to ensure bicycle and pedestrian facilities are continuous across regional borders.	X	X	X	RDC; Local	Staff Time	Local

APPENDIX 6

REGIONAL BICYCLE AND PEDESTRIAN PROJECTS BY COUNTY

Barrow County

Road Type	Length (Miles)	Suitability	Facility Type	Roadway	From	To	Estimated Cost
Local Road	2.64	Medium	Bicycle Lane With Sidew	CARL-BETHLEHEM RD	Intersection of GA 8	Intersection of Patrick Mill Rd.	$641,520
Local Road	3.23	Medium	Bicycle Lane With Sidew	CARL-CEDAR HILL RD	Intersection of GA 8	Intersection of GA 211	$784,890
State Road	3.64	Difficult	Bicycle Lane With Sidew	GA 11	Intersection of GA 8	Intersection of Carl-Bethlehem Rd	$884,520
State Road	3.80	Difficult	Bicycle Lane With Sidew	GA 11	Intersection of GA 8	Intersection of GA 211	$922,705
State Road	2.81	Medium	Bicycle Lane With Sidew	GA 211	Intersection of GA 8	Intersection of GA 82	$682,830
State Road	3.88	Medium	Bicycle Lane With Sidew	GA 324	Intersection of GA 8	Intersection of GA 53	$942,840
State Road	3.31	Medium	Bicycle Lane With Sidew	GA 53	Intersection of GA 11	Jackson County line	$804,330
State Road	2.10	Difficult	Bicycle Lane With Sidew	GA 8	Intersection of GA 211	Clarke County line	$509,232
State Road	3.96	Difficult	Bicycle Lane With Sidew	GA 81	Intersection of GA 8	Intersection of Carl-Bethlehem Rd	$962,280
State Road	2.78	Difficult	Bicycle Lane With Sidew	GA 82	Intersection of GA 11	Intersection of Holsenbeck School	$675,280
Local Road	2.95	Medium	Bicycle Lane With Sidew	MT MORIAH RD.	Intersection of GA 8	Gwinnett County line	$716,392
Local Road	3.14	Medium	Bicycle Lane With Sidew	ROCKWELL CHURCH	Intersection of GA 211	Intersection of GA 53	$763,020
State Road	11.17	Very Difficul	Bicycle Lane With Sidew	US 29 BUS, GA 8	Intersection of GA 53	Gwinnett County line	$2,714,310
Local Road	0.84	NA	Bicycle Lanes	COVERED BRIDGE RD	Intersection of GA 211	Jackson County line	$157,819
State Road	2.27	Very Difficul	Bicycle Lanes	GA 11	Intersection of Carl-Bethlehem Rd	Walton County line	$428,195
State Road	2.31	Difficult	Bicycle Lanes	GA 11	Intersection of GA 211	Jackson County line	$435,740
State Road	5.68	Difficult	Bicycle Lanes	GA 53	Intersection of GA 8	Oconee County line	$1,073,632
State Road	2.40	Difficult	Bicycle Lanes	GA 81	Intersection of Carl-Bethlehem Rd	Walton County line	$453,870
Local Road	3.17	NA	Bicycle Lanes	OLD HOG MOUNTAIN	Intersection of GA 211	Gwinnett County line	$599,130
Local Road	5.65	Medium	Paved Shoulder	CARL-BETHLEHEM RD	Intersection of Patrick Mill Rd.	Intersection of GA 11	$451,636
State Road	6.08	Medium	Paved Shoulder	GA 211	Intersection of GA 82	Intersection of GA 11	$486,400
State Road	1.34	Difficult	Paved Shoulder	GA 330	Intersection of GA 82	Jackson County line	$107,501
State Road	7.89	Medium	Paved Shoulder	GA 82	Intersection of Holsenbeck School	Jackson County line	$631,151
Local Road	2.16	NA	Paved Shoulder	PATRICK MILL RD.	Intersection of Carl-Bethlehem Rd	Gwinnett County line	$172,746
Local Road	4.48	Medium	Paved Shoulder	SMITH MILL RD.	Intersection of GA 11	Intersection of GA 53	$358,484

Elbert County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To
State Road	1.25	Difficult	Bicycle Lane With Sidewalk	GA 17	Intersection of GA 72	Intersection of Melody Ln.
State Road	2.95	Very Difficult	Bicycle Lane With Sidewalk	GA 72	Intersection of GA 17	Intersection of Jones Ferry Rd.
State Road	1.31	Difficult	Bicycle Lane With Sidewalk	GA 72	Intersection of GA 17	Intersection of Von Trina Rd.
State Road	3.36	Very Difficult	Bicycle Lane With Sidewalk	GA 72 GA 17	Intersection of GA 72	Intersection of GA 17
State Road	2.28	Difficult	Bicycle Lane With Sidewalk	GA 77	Intersection of GA 72/17	Intersection of Cecchini Rd.
State Road	3.05	Medium	Bicycle Lane With Sidewalk	GA 77	Intersection of GA 72/17	Intersection of Grady Cleveland Rd.
State Road	8.51	Difficult	Bicycle Lanes	GA 17	Intersection of Melody Ln.	Wilkes County line
State Road	5.30	Very Difficult	Bicycle Lanes	GA 72	Intersection of Jones Ferry Rd.	Madison County line
State Road	11.79	Difficult	Bicycle Lanes	GA 72	Intersection of Von Trina Rd.	South Carolina border
State Road	8.34	Difficult	Bicycle Lanes	GA 77	Intersection of Cecchini Rd.	Hart County line
Local Road	1.90	NA	Paved Shoulder	FLOYD RD.	Intersection of Thirteen Forks Rd.	Intersection of Pulliam Mill Rd.
State Road	7.08	Medium	Paved Shoulder	GA 172	Madison County line	Intersection of Pulliam Mill Rd.
State Road	5.03	Medium	Paved Shoulder	GA 77	Intersection of Grady Cleveland Rd.	Oglethorpe County line
State Road	8.00	Medium	Paved Shoulder	Ga 78	Intersection of GA 72	Lincoln County line
Local Road	4.47	Medium	Paved Shoulder	HARMONY RD.	Intersection of GA 77	Intersection of Ruckersville Rd.
Local Road	4.51	NA	Paved Shoulder	HARPERS FERRY RD.	Intersection of Ruckersville Rd.	Intersection of Tim Prince Rd.
Local Road	0.92	NA	Paved Shoulder	HULME'S CHAPEL RD.	Intersection of Lynda Ln.	Intersection of Middleton Church Rd.
Local Road	1.04	NA	Paved Shoulder	LYNDA LN.	Intersection of Hulme's Chapel Rd.	Intersection of Harper's Ferry Rd.
Local Road	2.00	NA	Paved Shoulder	MIDDLETON CHURCH RD.	Intersection of Hulme's Chapel Rd.	Intersection of GA 72
Local Road	3.65	NA	Paved Shoulder	PULLIAM MILL RD.	Intersection of GA 172	Intersection of Floyd Rd.
Local Road	1.11	Medium	Paved Shoulder	RUCKERSVILLE RD.	Intersection of GA 77	Intersection of Harley Rucker Rd.
Local Road	6.79	Medium	Paved Shoulder	RUCKERSVILLE RD.	Intersection of Harley Rucker Rd.	Intersection of Russell State Park Rd.
Local Road	3.48	NA	Paved Shoulder	RUSSEL STATE PARK RD.	Intersection of Ruckersville Rd.	Lake Russell
Local Road	2.53	Medium	Paved Shoulder	THIRTEEN FORKS RD.	Intersection of Floyd Rd.	Intersection of GA 77
Proposed Greenway	17.75	NA	Shared Use Path	BROAD RIVER	Lake Russell	Madison County line

Greene County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
State Road	2.56	Difficult	Bicycle Lane With Sidewalk	GA 15	Intersection of U.S. 278	Intersection of Bowden Pond Rd	622,080
State Road	2.22	Medium	Bicycle Lane With Sidewalk	GA 15	Intersection of U.S. 278	Intersection o Lick Skillet Rd.	539,414
State Road	2.68	Very Difficult	Bicycle Lane With Sidewalk	GA 44	Intersection of U.S. 278	Interstate-20 interchange	651,240
Local Road	2.16	Difficult	Bicycle Lane With Sidewalk	M L KING JR DR.	Intersection of U.S. 278	Intersection of Veazey Rd.	525,004
Local Road	2.73	Medium	Bicycle Lane With Sidewalk	PENFIELD RD.	Intersection of U.S. 278	Richland Creek Bridge	663,939
State Road	6.86	Very Difficult	Bicycle Lane With Sidewalk	US 278	Intersection of Vandiver Rd.	Intersection of Brick House Rd.	1,666,980
State Road	11.27	Difficult	Bicycle Lanes	GA 15	Intersection o Lick Skillet Rd.	Oconee County line	2,129,125
State Road	11.39	Difficult	Bicycle Lanes	GA 15	Intersection of Bowden Pond Rd	Hancock County line	2,152,145
State Road	8.56	Difficult	Bicycle Lanes	US 278	Morgan County line	Intersection of Vandiver Rd.	1,618,173
State Road	7.42	Difficult	Bicycle Lanes	US 278	Intersection of Brick House Rd.	Taliaferro County line	1,401,867
Local Road	8.09	NA	Paved Shoulder	CALLAWAY RD.	Intersection of Macedonia Church Rd.	Intersection of Penfield Rd.	647,083
Local Road	2.94	NA	Paved Shoulder	COPELAN RD.	Intersection of Double Bridges Rd.	Oconee County line	235,333
Local Road	2.14	NA	Paved Shoulder	DOUBLE BRIDGES RD.	Intersection of Copelan Rd.	Intersection of Farmington Rd.	171,111
Local Road	4.09	Medium	Paved Shoulder	FARMINGTON RD.	Intersection of Double Bridges Rd.	Intersection of U.S. 278	327,412
Local Road	3.54	Difficult	Paved Shoulder	H D GENTRY RD.	Intersection of Liberty Church Rd.	Oconee Wildlife Management Area	283,277
Local Road	7.05	Difficult	Paved Shoulder	LIBERTY CHURCH RD.	Intersection of Veazey Rd.	Intersection of H.D. Gentry Rd.	563,778
Local Road	3.41	Medium	Paved Shoulder	MACEDONIA CHURCH RD.	Intersection of GA 15	Intersection of Nichols Rd.	272,863
Local Road	1.86	Medium	Paved Shoulder	NICHOLS RD.	Intersection of Macedonia Church Rd.	Oglethorpe County line	149,059
Local Road	4.61	Medium	Paved Shoulder	PENFIELD RD.	Richland Creek Bridge	Intersection of Callaway Rd.	369,073
Local Road	4.41	Medium	Paved Shoulder	PENFIELD RD.	Intersection of Callaway Rd.	Intersection of GA 77	352,663
Local Road	2.60	NA	Paved Shoulder	SCULL SHOALS RD.	Intersection of Macedonia Church Rd.	Scull Shoals Historic Site	207,969
Local Road	1.94	NA	Paved Shoulder	TRIMBLE BRIDGE RD.	Intersection of Farmington Rd.	Morgan County line	155,006
Local Road	4.64	Difficult	Paved Shoulder	VEAZEY RD.	Intersection of M. L. King Jr Dr.	Intersection of Liberty Church Rd.	371,200
State Road	8.69	Very Difficult	Shared Use Path	GA 44	Interstate-20 interchange	Putnam County line	2,111,670
Proposed Rail to Trail	6.90	Medium	Shared Use Path	GA 77	Intersection of U.S. 278	Oglethorpe County line	634,569
Proposed Greenway	13.97	NA	Shared Use Path	OCONEE RIVER	Intersection of U.S. 278	Oconee County line	1,284,804

Jackson County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
Local Road	1.41		Bicycle Lane With Sidewalk	FREEMAN RD.	Intersection of GA 332	Intersection of GA 124	342,630
State Road	2.80	Difficult	Bicycle Lane With Sidewalk	GA 11	Intersection of GA 335	Middle Oconee River	679,567
State Road	3.55	Difficult	Bicycle Lane With Sidewalk	GA 15 ALT.	Intersection of GA 82	Intersection of Bennett Cemetery Rd.	862,650
State Road	3.32	Difficult	Bicycle Lane With Sidewalk	GA 15 ALT.	North Oconee River	Intersection of GA 98	806,760
State Road	2.14	Medium	Bicycle Lane With Sidewalk	GA 332	Intersection of GA 53	Intersection of Freeman Rd.	519,625
State Road	2.59	Medium	Bicycle Lane With Sidewalk	GA 335	Intersection of GA 11	Intersection of Payneville Rd.	628,377
State Road	8.81	Very Difficult	Bicycle Lane With Sidewalk	GA 53	Hall County line	Barrow County line	2,140,830
State Road	3.19	NA	Bicycle Lane With Sidewalk	GA 60	Intersection of GA 124	Intersection of New Cut Rd.	775,170
State Road	2.20	Difficult	Bicycle Lane With Sidewalk	GA 82	Intersection of Barber Rd.	Interstate - 85	534,600
State Road	4.08	Difficult	Bicycle Lane With Sidewalk	GA 82	Intersection of GA 15 Alt.	Intersection of Barber Rd.	991,730
State Road	3.11	Difficult	Bicycle Lane With Sidewalk	GA 82 SP.	Interstate - 85	Intersection of GA 98	756,086
State Road	0.81	Difficult	Bicycle Lane With Sidewalk	GA 98	Intersection of U.S. 441	Intersection of GA 334	197,352
State Road	6.39	Difficult	Bicycle Lane With Sidewalk	GA 98	Intersection of GA 334	Intersection of Yarbrough's Crossing Rd.	1,552,515
State Road	2.14	Difficult	Bicycle Lane With Sidewalk	GA 98	Intersection of Yarbrough's Crossing Rd.	Intersection of GA 52	520,020
Local Road	2.34	NA	Bicycle Lane With Sidewalk	NEW CUT RD.	Intersection of GA 53	Intersection of GA 60	568,620
Local Road	1.36	NA	Bicycle Lane With Sidewalk	PEACHTREE RD.	Barrow County line	Intersection of GA 53	331,626
State Road	5.41	Medium	Bicycle Lane With Sidewalk	US 129 GA 11	Intersection of GA 332	Intersection of GA 346	1,314,630
Local Road	1.66	Difficult	Bicycle Lane With Sidewalk	WAYNE POULTRY RD.	Intersection of U.S. 129	Middle Oconee River	403,380
Local Road	2.54	Medium	Bicycle Lane With Sidewalk	WOODS BRIDGE RD.	Intersection of GA 82	North Oconee River	617,220
Local Road	1.99	Medium	Bicycle Lane With Sidewalk	WOODS BRIDGE RD.	North Oconee River	Intersection of GA 98	483,570
State Road	4.88	Difficult	Bicycle Lanes	GA 11	Middle Oconee River	Barrow County line	922,320
State Road	9.96	Difficult	Bicycle Lanes	GA 124	Intersection of GA 11	Intersection of GA 53	1,882,440
State Road	2.10	Difficult	Bicycle Lanes	GA 15 ALT.	North Oconee River	Intersection of Bennett Cemetery Rd.	396,777
State Road	11.88	Difficult	Bicycle Lanes	GA 334	Intersection of U.S. 441	Intersection of GA 98	2,245,320
State Road	2.31	Difficult	Bicycle Lanes	GA 98	Madison County line	Intersection of U.S. 441	436,590
State Road	2.39	Very Difficult	Bicycle Lanes	JEFFERSON RD.	Clarke County line	Intersection of GA 332	452,373
Local Road	5.39	NA	Bicycle Lanes	JEFFERSON RIVER RD.	Intersection of New Kings Bridge Rd.	Intersection of GA 335	1,018,710
Local Road	4.53	Medium	Bicycle Lanes	NEW KINGS BRIDGE RD.	Intersection of U.S. 441	Intersection of Jefferson River Rd.	856,952
State Road	2.60	Very Difficult	Bicycle Lanes	US 441	Clarke County line	Intersection of New Kings Bridge Rd.	491,189
Local Road	2.00	NA	Paved Shoulder	CARRUTH HUNTER RD.	Intersection of GA 82	Intersection of Johnson Mill Rd.	160,129
Local Road	2.77	NA	Paved Shoulder	DEADWYLER RD.	Intersection of Holly Springs Rd.	Intersection of GA 52	221,490
Local Road	4.75	Difficult	Paved Shoulder	GA 330	Barrow County line	Intersection of Jefferson Rd.	380,094
State Road	6.52	Medium	Paved Shoulder	GA 332	Intersection of Freeman Rd.	Intersection of U.S. 129	521,600
State Road	5.96	Medium	Paved Shoulder	GA 335	Intersection of Payneville Rd.	Intersection of Sanford Rd.	476,693
State Road	5.41	Medium	Paved Shoulder	GA 346	Intersection of U.S. 129	Intersection of GA 82	433,172
State Road	1.37	Medium	Paved Shoulder	GA 52	Intersection of GA 98	Intersection of Deadwyler Rd.	109,826
State Road	1.17	Medium	Paved Shoulder	GA 82	Barrow County line	Intersection of Carruth Hunter Rd.	93,342
State Road	7.72	Difficult	Paved Shoulder	GA 82	Intersection of Barber Rd.	Intersection of Holly Springs Rd.	617,600
Local Road	1.82	NA	Paved Shoulder	GALILEE CHURCH RD.	Intersection of Johnson Mill Rd.	Intersection of GA 11	145,562
Local Road	1.74	NA	Paved Shoulder	HOLLY SPRINGS RD.	Intersection of GA 82	Intersection of Deadwyler Rd.	139,020
Local Road	1.58	NA	Paved Shoulder	JOHNSON MILL RD.	Intersection of Carruth Hunter Rd.	Intersection of Galilee Church Rd.	126,400
Local Road	4.71	NA	Paved Shoulder	LEBANON CHURCH RD.	Intersection of Jefferson Rd.	Intersection of GA 82	377,042
Local Road	0.44	NA	Paved Shoulder	NOWHERE RD.	Clarke County line	Madison County line	35,020
Local Road	1.86	NA	Paved Shoulder	SANFORD RD.	Intersection of GA 335	Intersection of GA 334	148,485
Local Road	0.99	NA	Paved Shoulder	SEAGRAVES MILL RD.	Madison County line	Intersection of GA334	79,318
Local Road	1.79	NA	Paved Shoulder	TEL OHILLIPS RD.	Intersection of GA334	Intersection of Sanford Rd.	143,373
Proposed Greenway	27.39	NA	Shared Use Path	MIDDLE OCONEE RIVER	Barrow County line	GA 346	2,519,880
Proposed Greenway	46.89	NA	Shared Use Path	NORTH OCONEE RIVER	Clarke County line	Deadwyler Rd.	4,313,880

Jasper County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
Scenic Byway	2.72	Difficult	Bicycle Lane With Sidewalk	GA 11	Intersection of GA 229	Intersection of Seven Island Rd.	660,960
State Road	2.42	Difficult	Bicycle Lane With Sidewalk	GA 11	Intersection of GA 16	Intersection of Perimeter Rd.	587,410
State Road	1.91	Very Difficult	Bicycle Lane With Sidewalk	GA 16	Intersection of GA 212	Intersection of Fellowship Rd.	463,084
State Road	0.62	Difficult	Bicycle Lane With Sidewalk	GA 16 GA 212	Intersection of GA 16 and GA 212	Intersection of GA 11	151,245
State Road	1.83	Medium	Bicycle Lane With Sidewalk	GA 212	Intersection of GA 16	Intersection of Malone Dr.	445,828
State Road	2.54	Difficult	Bicycle Lane With Sidewalk	GA 212	Intersection of GA 11	Intersection of Perimeter Rd.	618,099
Scenic Byway	2.12	NA	Bicycle Lane With Sidewalk	GA 83	Intersection of GA 16	Intersection of Edwards Rd.	515,160
Scenic Byway	3.18	NA	Bicycle Lane With Sidewalk	GA 83	Intersection of GA 16	Intersection of County Road 73	772,740
Scenic Byway	10.85	Difficult	Bicycle Lanes	GA 11	Newton County line	Intersection of Seven Island Rd.	2,050,863
State Road	9.50	Difficult	Bicycle Lanes	GA 11	Intersection of Perimeter Rd.	Jones County line	1,795,979
State Road	7.07	Very Difficult	Bicycle Lanes	GA 16	Intersection of Fellowship Rd.	Butts County line	1,337,016
State Road	8.66	Medium	Bicycle Lanes	GA 212	Intersection of Malone Dr.	Newton County line	1,635,857
State Road	8.12	Difficult	Bicycle Lanes	GA 212	Intersection of Perimeter Rd.	Putnam County line	1,534,210
Scenic Byway	9.82	NA	Bicycle Lanes	GA 83	Intersection of County Road 73	Morgan County line	1,855,317
State Road	11.55	Difficult	Bicycle Lanes	GA 83	Intersection of Edwards Rd.	Butts County line	2,182,006
Local Road	0.39	Medium	Paved Shoulder	BROUGHTON RD.	Morgan County line	Intersection of GA 142	31,518
State Road	10.27	Medium	Paved Shoulder	GA 142	Intersection of GA 83	Newton County line	821,330
Local Road	12.24	Medium	Paved Shoulder	GA 229	Intersection of GA 11	Intersection of GA 142	979,200
Local Road	2.68	Medium	Paved Shoulder	HENDERSON MILL RD.	Intersection of GA 11	Newton County line	214,695
Local Road	0.09	Medium	Paved Shoulder	RUTLEDGE RD.	Newton County line	Morgan County line	6,802
Proposed Greenway	17.45	NA	Shared Use Path	OCMULGEE RIVER	Jones County line	Jackson Lake	1,605,267

Madison County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
State Road	1.60	NA	Bicycle Lanes	COVERED BRIDGE RD.	Oglethorpe County line	Intersection of GA 72	$302,430
State Road	12.75	Very Difficult	Bicycle Lanes	GA 72	Intersection of GA 172	Elbert County line	$2,409,937
State Road	18.32	Very Difficult	Bicycle Lanes	GA 98	Intersection of GA 72	Jackson County line	$3,463,330
State Road	5.59	Difficult	Paved Shoulder	GA 106	Intersection of Griffeth Rd.	Intersection of GA 98	$447,084
State Road	10.74	Medium	Paved Shoulder	GA 172	Intersection of GA 72	Elbert County line	$858,851
State Road	1.23	Medium	Paved Shoulder	GA 22	Intersection of GA 72	Oglethorpe County line	$98,548
State Road	11.36	Medium	Paved Shoulder	GA 281	Intersection of U.S. 29	Franklin County line	$908,877
Local Road	2.81	NA	Paved Shoulder	NOWHERE RD.	Clarke County line	Intersection of Seagraves Mill Rd.	$224,964
Local Road	2.61	NA	Paved Shoulder	SEAGRAVES MILL RD.	Intersection of Nowhere Rd.	Jackson County line	$208,764
Local Road	2.45	Medium	Paved Shoulder	SMITHONIA COLBERT RD.	Intersection of GA 72	Oglethorpe County line	$195,670
State Road	5.62	Medium	Paved Shoulder	US 29 GA 8	Intersection of Colbert Grove Church Rd.	Intersection of GA 281	$449,637
Proposed Greenway	3.89	NA	Shared Use Path	BROAD RIVER	Elbert County line	GA 281	$357,602

Morgan County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
Local Road	0.91	NA	Bicycle Lane With Sidewalk	BROWNWOOD RD.	Intersection of U.S. 278	Intersection of Clack Rd.	$220,225
Local Road	0.52	NA	Bicycle Lane With Sidewalk	CLACK RD.	Intersection of Brownwood Rd.	Interstate - 20	$126,384
State Road	0.41	NA	Bicycle Lane With Sidewalk	GA 24 SP.	Intersection of U.S. 278	Intersection of U.S. 441	$99,076
State Road	2.14	Medium	Bicycle Lane With Sidewalk	GA 83	Intersection of U.S. 278	Intersection of Doster Bridge Rd.	$520,546
State Road	1.69	NA	Bicycle Lane With Sidewalk	US 129 US 441 GA 24	Intersection of U.S. 278	Interstate - 20	$410,425
State Road	5.74	NA	Bicycle Lane With Sidewalk	US 278 GA 12	Intersection of Brownwood Rd.	Intersection of Lambert Rd.	$1,395,366
State Road	8.26	Medium	Bicycle Lanes	US 129 US 441 GA 24	Interstate - 20	Putnam County line	$1,561,140
State Road	9.65	NA	Bicycle Lanes	US 278 GA 12	Intersection of Brownwood Rd.	Walton County line	$1,823,850
State Road	4.52	Difficult	Bicycle Lanes	US 278 GA 12	Intersection of Lambert Rd.	Greene County line	$854,907
Local Road	4.99	Medium	Paved Shoulder	APALACHEE RD.	Intersection of U.S. 441	Intersection of GA 83	$399,442
Local Road	5.97	Medium	Paved Shoulder	BROUGHTON RD.	Jasper County line	Intersection of GA 83	$477,963
Local Road	3.44	Medium	Paved Shoulder	BUCKHEAD RD.	Intersection of U.S. 278	Intersection of Seven Island Rd.	$275,599
Local Road	7.03	Medium	Paved Shoulder	CLACK RD.	Interstate - 20	Intersection of Broughton Rd.	$562,400
Local Road	10.53	Medium	Paved Shoulder	FAIRPLAY RD.	Intersection of U.S. 278	Intersection of GA 83	$842,070
State Road	11.28	Medium	Paved Shoulder	GA 83	Intersection of Doster Bridge Rd.	Walton County line	$902,400
State Road	2.52	Difficult	Paved Shoulder	GA 83	Intersection of Broughton Rd.	Jasper County line	$201,549
Local Road	5.15	NA	Paved Shoulder	HIGH SHOALS RD.	Intersection of GA 83	Walton County line	$412,160
Local Road	1.63	Best	Paved Shoulder	KNOX CHAPEL RD.	Intersection of Fairplay Rd.	Walton County line	$130,252
Local Road	3.07	Medium	Paved Shoulder	LITTLE RIVER RD.	Intersection of GA 83	Intersection of Seven Island Rd.	$245,296
Local Road	8.36	Medium	Paved Shoulder	NEWBORN RD.	Intersection of U.S. 278	Newton County line	$669,033
Local Road	4.44	NA	Paved Shoulder	PRICE MILL RD.	Intersection of Apalachee Rd.	Oconee County line	$355,261
Local Road	4.68	Medium	Paved Shoulder	PROSPECT RD.	Intersection of Sandy Creek Rd.	Walton County line	$374,744
Local Road	7.46	Medium	Paved Shoulder	SANDY CREEK RD.	Intersection of GA 83	Walton County line	$597,028
Local Road	13.05	Medium	Paved Shoulder	SEVEN ISLAND RD.	Intersection of Little River Rd.	Intersection of Buckhead Rd.	$1,044,381
Local Road	1.23	NA	Paved Shoulder	TRIMBLE BRIDGE RD.	Intersection of Apalachee Rd.	Greene County line	$98,101
Proposed Rail to Trail	10.34	NA	Shared Use Path	RR	Intersection of U.S. 278	Oconee County line	$951,280

Newton County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
Local Road	3.88	Difficult	Bicycle Lane With Sidewalk	BROWN BRIDGE RD.	Intersection of Clark St.	Intersection of Jack Neely Rd.	$941,836
Local Road	0.99	NA	Bicycle Lane With Sidewalk	CLARK ST.	Intersection of GA 36	Intersection of Brown Bridge Rd.	$241,576
Local Road	2.42	NA	Bicycle Lane With Sidewalk	COOK RD.	Intersection of GA 81	Gum Creek	$587,541
Local Road	1.56	NA	Bicycle Lane With Sidewalk	FLOYD ST.	Intersection of Clark St.	Intersection of U.S. 278	$379,108
State Road	2.48	Difficult	Bicycle Lane With Sidewalk	GA 11	Walton County line	Interstate - 20	$602,640
State Road	3.76	Difficult	Bicycle Lane With Sidewalk	GA 36	Intersection of Floyd St.	Intersection of GA 213	$913,680
State Road	3.58	Difficult	Bicycle Lane With Sidewalk	GA 81	Intersection of Floyd St.	Intersection of Gum Creek Rd.	$869,664
State Road	4.78	Difficult	Bicycle Lane With Sidewalk	GA 81	Intersection of Floyd St.	Intersection of Salem Rd.	$1,162,272
State Road	1.71	Medium	Bicycle Lane With Sidewalk	US 278	Intersection of Floyd St.	Alcovy River	$416,418
Local Road	5.81	Difficult	Bicycle Lanes	BROWN BRIDGE RD.	Intersection of Jack Neely Rd.	Intersection of GA 212	$1,097,163
State Road	10.59	Difficult	Bicycle Lanes	GA 11	Interstate - 20	Jasper County line	$2,001,454
State Road	16.21	NA	Bicycle Lanes	GA 212	Intersection of Brown Bridge Rd.	Jasper County line	$3,063,367
State Road	11.91	Medium	Bicycle Lanes	GA 36	Intersection of GA 213	Butts County line	$2,250,809
State Road	5.84	Difficult	Bicycle Lanes	GA 81	Intersection of Salem Rd.	Intersection of GA 212	$1,103,760
State Road	4.11	Difficult	Bicycle Lanes	GA 81	Intersection of Gum Creek Rd.	Walton County line	$776,790
State Road	7.21	Medium	Bicycle Lanes	US 278	Alcovy River	Walton County line	$1,362,690
Local Road	3.09	NA	Paved Shoulder	COOK RD.	Gum Creek	Rockdale County line	$246,855
State Road	8.44	Medium	Paved Shoulder	GA 142	Intersection of U.S. 278	Morgan County line	$675,200
State Road	9.09	Medium	Paved Shoulder	GA 213	Intersection of GA 36	Intersection of GA 142	$726,800
Local Road	6.38	Medium	Paved Shoulder	GUM CREEK RD.	Intersection of GA 81	Walton County line	$510,400
Local Road	6.97	Medium	Paved Shoulder	HENDERSON MILL RD.	Intersection of GA 36	Jasper County line	$557,420
Local Road	0.93	Medium	Paved Shoulder	RUTLEDGE RD.	Intersection of GA 142	Jasper County line	$74,561
Proposed Greenway	23.78	NA	Shared Use Path	ALCOVY RIVER	Jasper County line	Walton County line	$2,187,760

Oconee County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
Local Road	3.97	Difficult	Bicycle Lane With Sidewalk	US 129	Barrow County line	Clarke County line	$964,710
State Road	11.55	Difficult	Bicycle Lanes	GA 15	Intersection of GA 53	Greene County line	$2,182,950
State Road	13.67	Difficult	Bicycle Lanes	GA 53	Intersection of GA 15	Barrow County line	$2,583,630
State Road	2.87	Medium	Bicycle Lanes	SIMONTON BRIDGE RD.	Intersection of GA 53	Clarke County line	$541,618
Local Road	5.96	Medium	Paved Shoulder	BARNETT SHOALS RD.	Intersection of GA 15	Clarke County line	$476,986
Local Road	11.12	Medium	Paved Shoulder	COLHAM FERRY RD.	Intersection of GA 15	Greene County line	$889,769
State Road	4.38	Medium	Paved Shoulder	GA 186			$350,479
Local Road	4.91	Medium	Paved Shoulder	NEW HIGH SHOALS RD.	Intersection of Old Bishop Rd.	Intersection of GA 186	$392,952
Local Road	3.51	Best	Paved Shoulder	OLD BISHOP RD.	Intersection of U.S. 441	Intersection of GA 53	$280,712
Local Road	3.10	Medium	Paved Shoulder	PRICE MILL RD.	Intersection of U.S. 441	Morgan County line	$247,877
Local Road	3.14	Medium	Paved Shoulder	SNOWS MILL RD.	Intersection of GA 53	Walton County line	$251,051
Local Road	3.01	Medium	Paved Shoulder	UNION CHURCH RD.	Intersection of GA 53	Walton County line	$240,650
Proposed Rail to Trail	8.19	NA	Shared Use Path	RR - ALONG US 441 US 129 GA 24	Morgan County line	Intersection of U.S. 441	$753,710

Oglethorpe County

Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
State Road	3.19	Medium	Bicycle Lanes	COLLIER CHURCH RD.	Intersection of Smithonia Colbert Rd.	Intersection of GA 22	$601,996
State Road	3.34	Medium	Bicycle Lanes	COVERED BRIDGE RD.	Intersection of GA 22	Madison County line	$632,120
State Road	3.57	Medium	Bicycle Lanes	CRAWFORD SMITHONIA RD	Intersection of Smithonia Rd.	Intersection of Smithonia Colbert Rd	$674,865
State Road	2.49	Difficult	Bicycle Lanes	SMITHONIA RD.	Intersection of Crawford Smithonia Rd	Clarke County line	$471,468
State Road	18.58	Very Difficu	Bicycle Lanes	US 78 GA 10	Clarke County line	Wilkes County line	$3,511,491
State Road	12.82	Medium	Paved Shoulder	GA 22	Intersection of U.S. 78	Madison County line	$1,025,984
State Road	13.05	Medium	Paved Shoulder	GA 22	Intersection of U.S. 78	Taliaferro County line	$1,043,726
State Road	16.67	Medium	Paved Shoulder	GA 77	Intersection of U.S. 78	Elbert County line	$1,333,600
State Road	2.70	Medium	Paved Shoulder	GA 77	Intersection of U.S. 78	Railroad Corridor	$215,896
Local Road	1.13	Medium	Paved Shoulder	SMITHONIA COLBERT RD.	Intersection of Crawford Smithonia Rd	Madison County line	$90,196
Local Road	2.92	Difficult	Paved Shoulder	WATSON RD.	Intersection of GA 77	Greene County line	$233,861
Local Road	6.24	NA	Paved Shoulder	WOLFSKIN RD.	Intersection of U.S. 78	Clarke County line	$499,109
Proposed Rail to Trail	24.37	Medium	Shared Use Path	RAILROAD CORRIDOR	Greene County line	Clarke County line	$2,242,040

Walton County

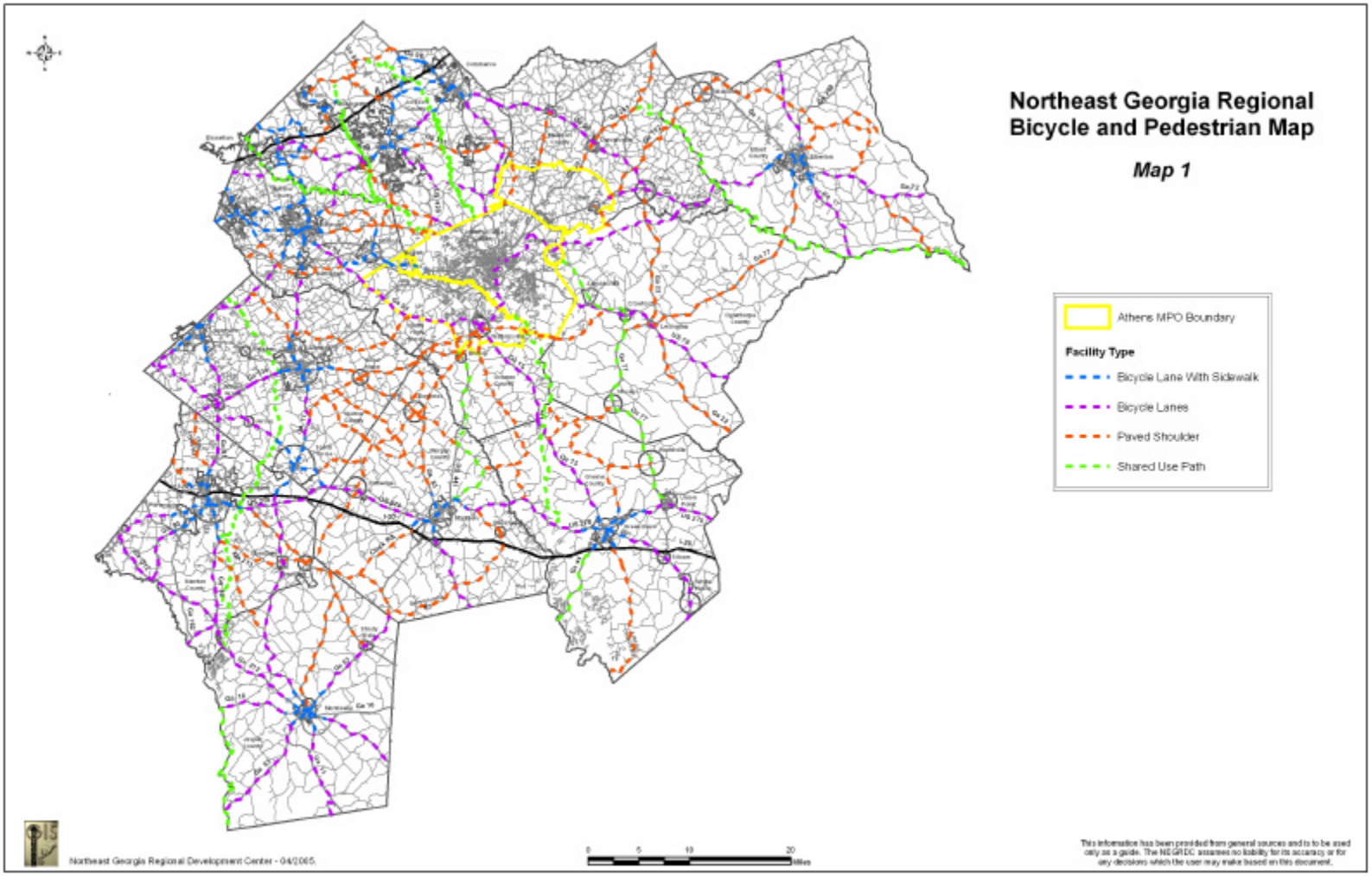
Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
State Road	1.84	Very Difficult	Bicycle Lane With Sidewalk	GA 10 BUS.	Intersection of GA 138	Intersection of GA 11	$448,195
State Road	6.91	Difficult	Bicycle Lane With Sidewalk	GA 11	Intersection of Mountain Creek Church Rd.	Intersection of Mt. Paron Church Rd.	$1,680,012
State Road	4.29	Difficult	Bicycle Lane With Sidewalk	GA 11	Intersection of Simmons Rd.	Newton County line	$1,042,780
State Road	0.71	Difficult	Bicycle Lane With Sidewalk	GA 138	Intersection of GA 10 Bus.	Alcovy River	$173,621
State Road	3.01	Difficult	Bicycle Lane With Sidewalk	GA 20	Intersection of U.S. 78	Intersection of Thompson Drive	$730,850
State Road	3.95	Very Difficult	Bicycle Lane With Sidewalk	GA 81	Intersection of U.S. 78	Gum Creek Church Rd.	$959,436
State Road	2.30	Difficult	Bicycle Lane With Sidewalk	GA 81	Intersection of U.S. 78	Intersection of Shiloh Dr.	$559,929
State Road	1.07	Difficult	Bicycle Lane With Sidewalk	GA 83	Intersection of Good Hope Rd.	Intersection of Laboon RD.	$261,036
State Road	2.54	Difficult	Bicycle Lane With Sidewalk	GOOD HOPE RD.	Intersection of GA 11	Intersection of GA 83	$616,862
State Road	5.71	Medium	Bicycle Lane With Sidewalk	HIGHTOWER TRL.	Intersection of Jersey Social Cirlce Rd.	Intersection of U.S. 278	$1,387,530
State Road	1.69	Medium	Bicycle Lane With Sidewalk	JERSEY SOCIAL CIRCLE RD.	Intersection of Hightower Trail	Alcovy River	$410,670
State Road	4.14	Medium	Bicycle Lanes	CENTER HILL CHURCH RD.	Intersection of Emmett Stull Rd.	Intersection of GA 20	$781,735
State Road	2.04	NA	Bicycle Lanes	EMMETT STULL RD.	Intersection of Cednter Hill Church Rd.	Intersection of Park St.	$385,590
State Road	3.77	Very Difficult	Bicycle Lanes	GA 11	Intersection of Mountain Creek Church Rd.	Barrow County line	$712,530
State Road	4.33	Very Difficult	Bicycle Lanes	GA 11	Intersection of Simmons Rd.	Intersection of Mt. Paron Church Rd.	$818,959
State Road	9.02	Very Difficult	Bicycle Lanes	GA 138	Alcovy River	Newton County line	$1,704,780
State Road	2.85	Difficult	Bicycle Lanes	GA 20	Intersection of Thompson Drive	Intersection of Rosebud Rd.	$537,818
State Road	7.07	Very Difficult	Bicycle Lanes	GA 81	Gum Creek Church Rd.	Newton County line	$1,335,305
State Road	6.95	Difficult	Bicycle Lanes	GA 81	Intersection of Shiloh Dr.	Barrow County line	$1,314,078
State Road	3.21	Medium	Bicycle Lanes	JERSEY SOCIAL CIRCLE RD.	Alcovy River	Intersection of Main Street Jersey	$607,157
State Road	3.06	Medium	Bicycle Lanes	JERSEY WALNUT GROVE RD.	Intersection of Main Street Jersey	Intersection of GA 81	$578,749
State Road	0.43	Medium	Bicycle Lanes	MAIN ST.	Intersection of Jersey Social Cirlce Rd.	Intersection of Jersey Walnut Grove Rd.	$81,687
State Road	0.58	NA	Bicycle Lanes	OZORA CHURCH RD.	Intersection of GA 81	Gwinnett County line	$110,203
State Road	1.09	NA	Bicycle Lanes	PARK ST.	Intersection of GA 81	Intersection of Emmett Stull Rd.	$206,133
State Road	0.93	NA	Bicycle Lanes	ROSEBUD RD.	Intersection of GA 20	Gwinnett County line	$175,972
State Road	2.19	Medium	Bicycle Lanes	US 278 GA 12	Newton County line	Morgan County line	$413,910
Local Road	6.86	Difficult	Paved Shoulder	BOLD SPRINGS RD.	Intersection of GA 11	Intersection of GA 81	$548,800
Local Road	1.07	Medium	Paved Shoulder	FROSTY RD.	Alcovy River	Intersection of Hightower Trail	$85,691
State Road	6.68	Medium	Paved Shoulder	GA 186	Intersection of GA 83	Oconee County line	$534,400
State Road	6.68	Medium	Paved Shoulder	GA 83	Intersection of Laboon RD.	Morgan County line	$534,632
Local Road	3.67	Medium	Paved Shoulder	KNOX CHAPEL RD.	Intersection of Hightower Trail	Morgan County line	$293,600
Local Road	2.42	Medium	Paved Shoulder	MOUNT VERNON RD.	Intersection of Mountain Creek Church Rd.	Intersection of Snows Mill Rd.	$193,801
Local Road	4.66	Medium	Paved Shoulder	MOUNTAIN CREEK CHURCH RD.	Intersection of Mount Vernon Rd.	Intersection of GA 11	$372,800
Local Road	5.04	Medium	Paved Shoulder	OLD MONROE MADISON HWY.	Intersection of Pleasant Valley Rd.	Morgan County line	$403,540
Local Road	6.07	Medium	Paved Shoulder	PANNELL RD.	Intersection of Pleasant Valley Rd.	Morgan County line	$485,956
Local Road	5.59	Medium	Paved Shoulder	PLEASANT VALLEY RD.	Intersection of Mt. Paron Church Rd.	Intersection of GA 83	$446,836
Local Road	3.66	Medium	Paved Shoulder	SNOWS MILL RD.	Intersection of Mount Vernon Rd.	Oconee County line	$293,119
Proposed Greenway	24.02	NA	Shared Use Path	ALCOVY RIVER	Newton County line	Gwinnett County line	$2,209,840

Athens and Multi-Jurisdiction Projects

Location	Road Type	Length (Miles)	Suitability	Facility Type	Road Name	From	To	Estimated Cost
Clarke	Local Road	1.36	Difficult	Bicycle Lane With Sidewalk	US 129	Intersection of U.S. 78	Barrow County line	$331,495
Clarke	State Road	0.24	NA	Bicycle Lanes	ATHENS RD.	Intersection of Moores Grove Rd.	Intersection of Smithonia Rd.	$45,912
Clarke	State Road	0.60	NA	Bicycle Lanes	BROAD ST.	Intersection of South Lumpkin St.	Intersection of East Broad St.	$113,506
Clarke	State Road	0.37	NA	Bicycle Lanes	EAST BROAD ST.	Intersection of Broad St.	Intersection of Peter St.	$69,343
Clarke	State Road	3.30	NA	Bicycle Lanes	GA 15 SOUTH MILEDGE AVE.	Intersection of Simonton Bridge Rd.	Intersection os South Lumpkin St.	$623,251
Clarke	State Road	1.26	NA	Bicycle Lanes	MOORES GROVE RD.	Intersection of Voyles Rd.	Intersection of Athens Rd.	$237,927
Clarke	State Road	3.40	NA	Bicycle Lanes	OLYMPIC DR.	Intersection of Peter St.	Intersection of Voyles Rd.	$642,836
Clarke	State Road	0.75	NA	Bicycle Lanes	PETER ST.	Intersection of Broad St.	Intersection of Olympic Dr.	$141,714
Clarke	State Road	0.84	NA	Bicycle Lanes	WHITEHALL RD.	Oconee County line	Intersection of GA 15 South Milledge Ave.	$158,381
Clarke	State Road	1.06	NA	Bicycle Lanes	SMITHONIA RD.	Intersection of Athens Rd.	Oglethorpe County line	$200,531
Clarke	State Road	1.49	NA	Bicycle Lanes	SOUTH LUMPKIN ST.	Intersection of Broad St.	Intersection of GA 15 South Milledge Ave.	$280,771
Clarke	State Road	1.30	NA	Bicycle Lanes	VOYLES RD.	Intersection of Moores Grove Rd.	Intersection of Olympic Drive	$246,392
Clarke	Local Road	2.05	NA	Paved Shoulder	BOB GOFREY RD.	Oconee County line	Oglethorpe County line	$164,099
Clarke/Jackson	Local Road	1.18	NA	Paved Shoulder	OLD TALASSEE POWER PLANT RD.	Intersection of Tallassee Rd.	Intersection of GA 330	$94,703
Jasper/Newton	Proposed Greenway	1.90	NA	Shared Use Path	ALCOVY RIVER	River corridor along county lines	-	$175,032
Elbert/Madison	Proposed Greenway	32.42	NA	Shared Use Path	BROAD RIVER	River corridor along county lines	-	$2,982,376
Barrow/Jackson	Proposed Greenway	21.43	NA	Shared Use Path	MULBERRY RIVER	River corridor along county lines	-	$1,971,984
Barrow/Jackson	Proposed Greenway	7.03	NA	Shared Use Path	OCONEE RIVER	River corridor along county lines	-	$646,688
Clarke/Oconee	Proposed Greenway	6.67	NA	Shared Use Path	OCONEE RIVER	River corridor along county lines	-	$613,572
Greene/Oconee	Proposed Greenway	2.79	NA	Shared Use Path	OCONEE RIVER	River corridor along county lines	-	$256,594
Oconee/Oglethorpe	Proposed Greenway	4.83	NA	Shared Use Path	OCONEE RIVER	River corridor along county lines	-	$444,800

APPENDIX 7

REGIONAL BICYCLE AND PEDESTRIAN NETWORK


Northeast Georgia Regional
Bicycle and Pedestrian Map
Map 1
Athens MPO Boundary
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Northeast Georgia Regional Development Center - 04/2005
0 5 10 20
Miles
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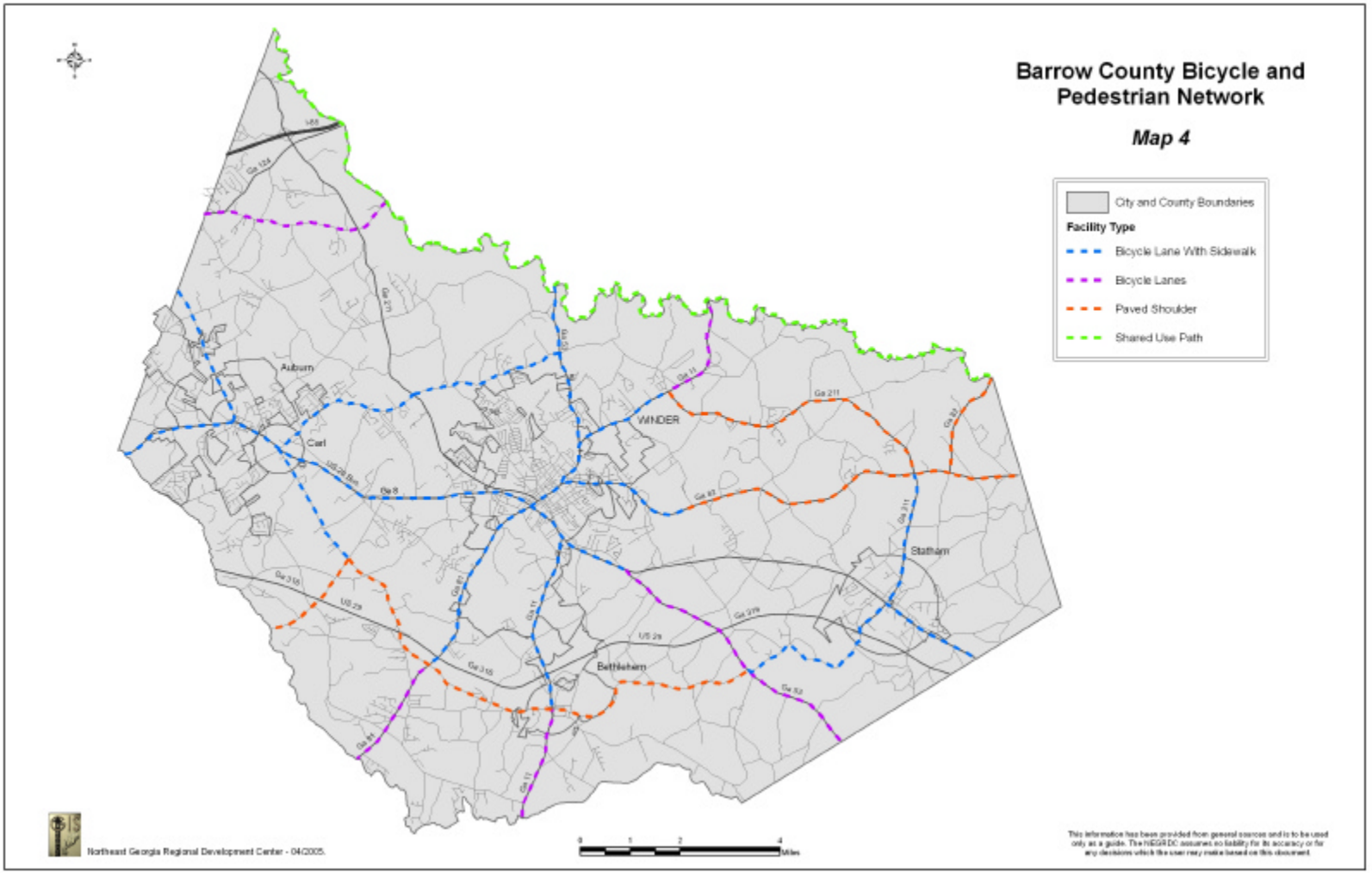
Barrow County Bicycle and Pedestrian Network
Map 4
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Auburn
Carl
WINDER
Statham
Bethlehem
Northeast Georgia Regional Development Center - 04/2005.
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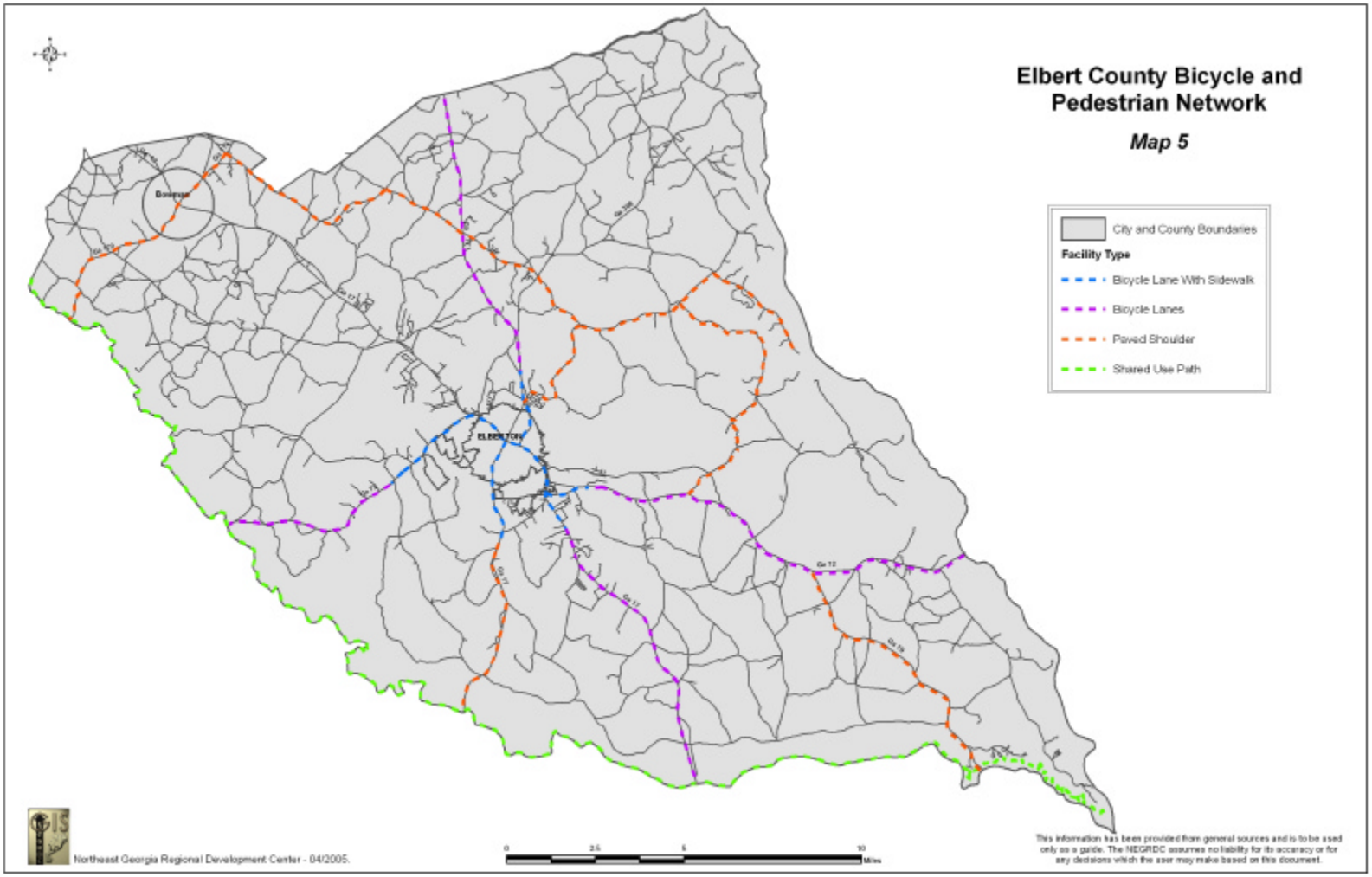
Elbert County Bicycle and Pedestrian Network
Map 5
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
ELBERTON
Northeast Georgia Regional Development Center - 04/2005.
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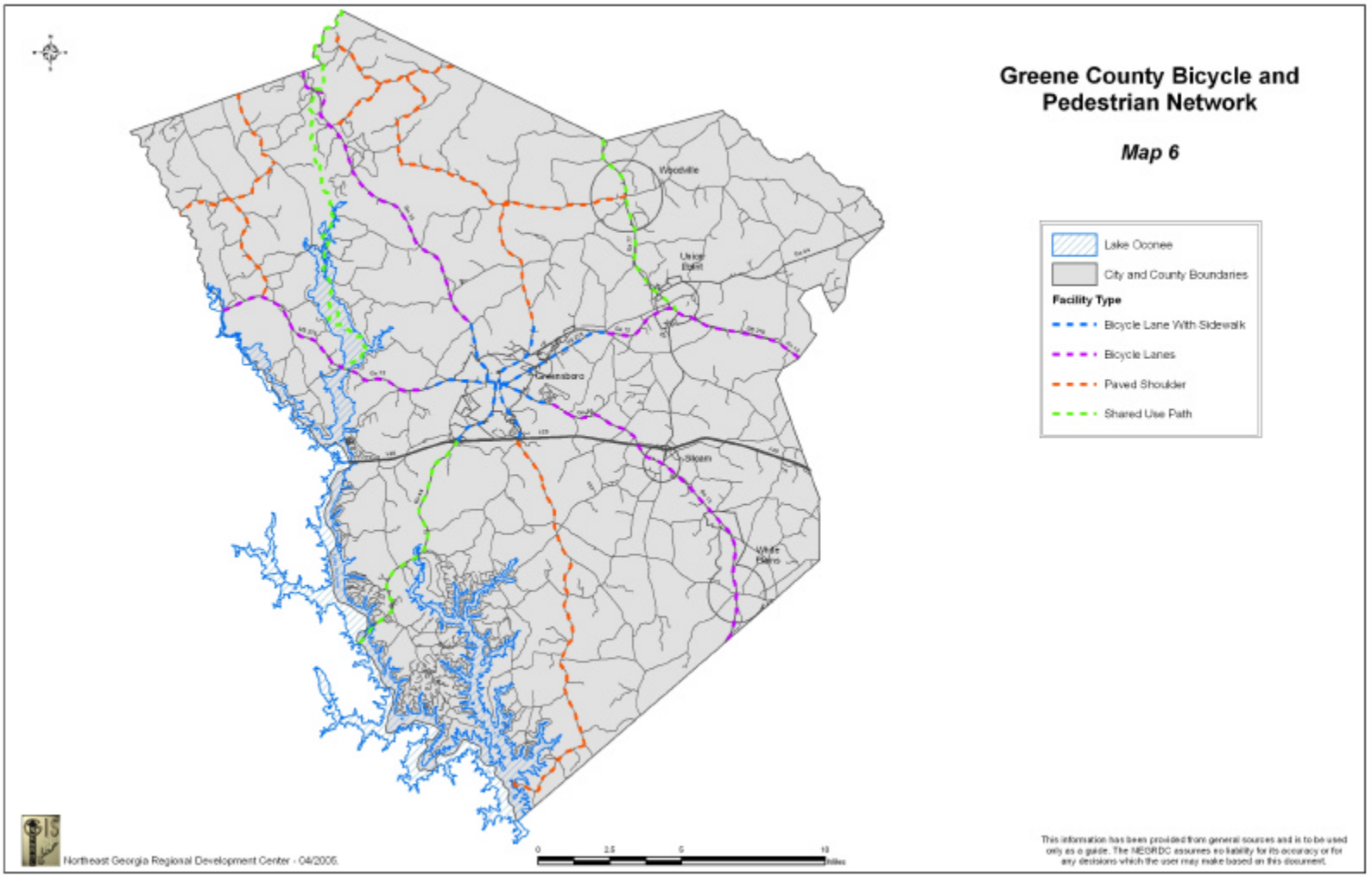
Greene County Bicycle and Pedestrian Network
Map 6
Lake Oconee
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Woodville
Union Point
Greensboro
Siloam
White Plains
Northeast Georgia Regional Development Center - 04/2006
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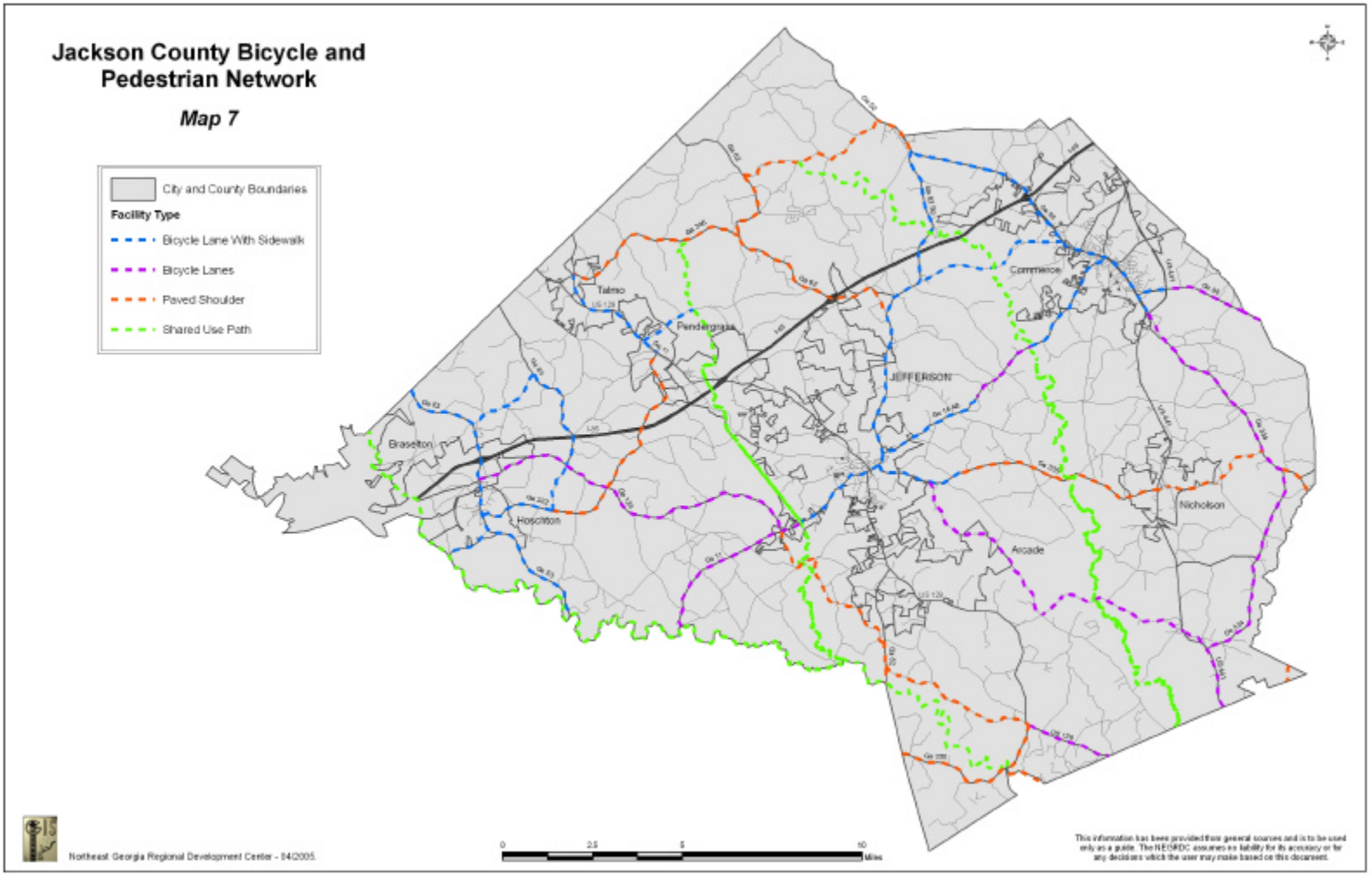
Jackson County Bicycle and Pedestrian Network
Map 7
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Talmo
Pendergrass
Commerce
JEFFERSON
Braselton
Hoschton
Arcade
Nicholson
Northeast Georgia Regional Development Center - 8/4/2005.
0
2.5
5
10
Miles
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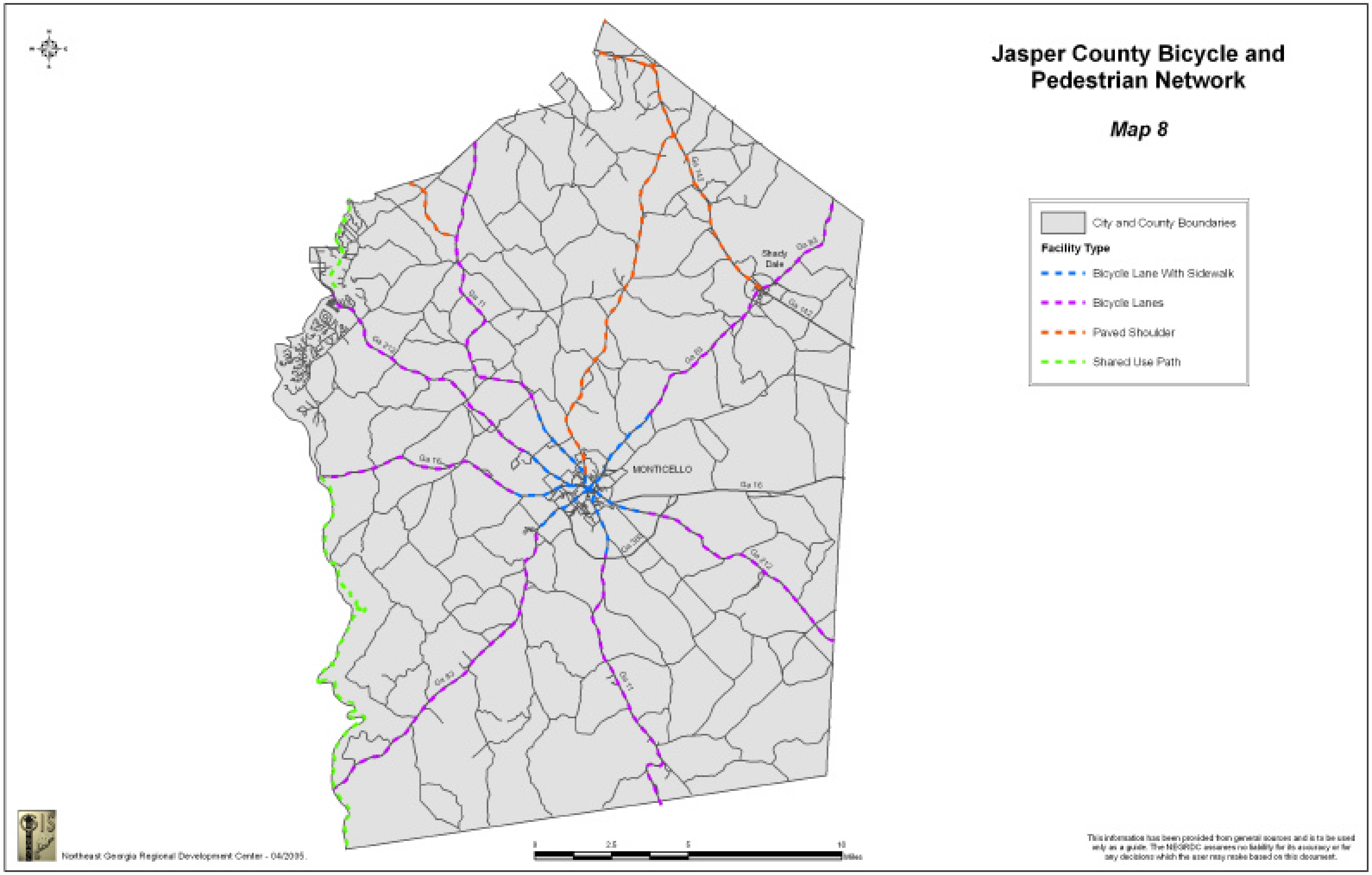
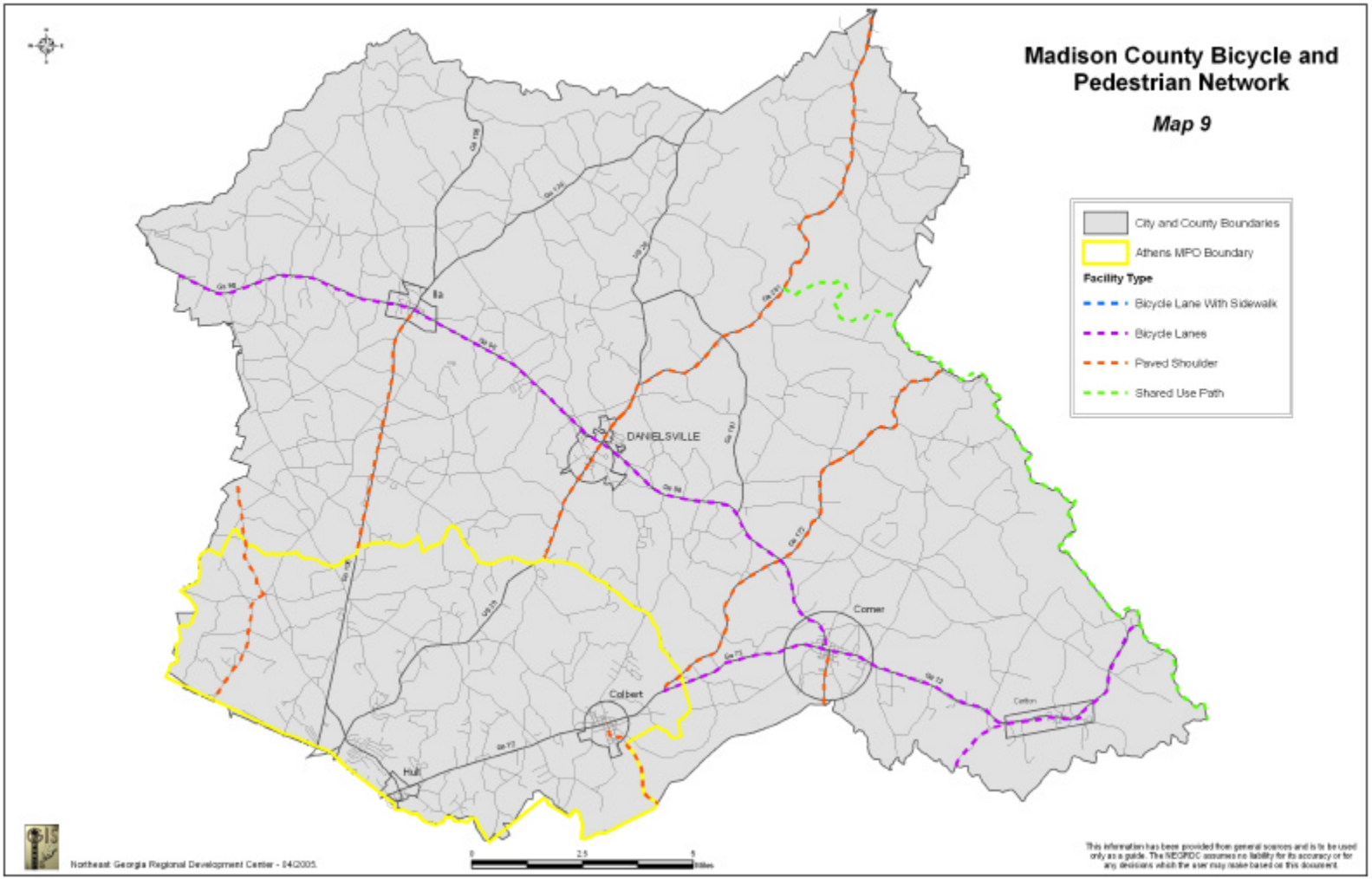
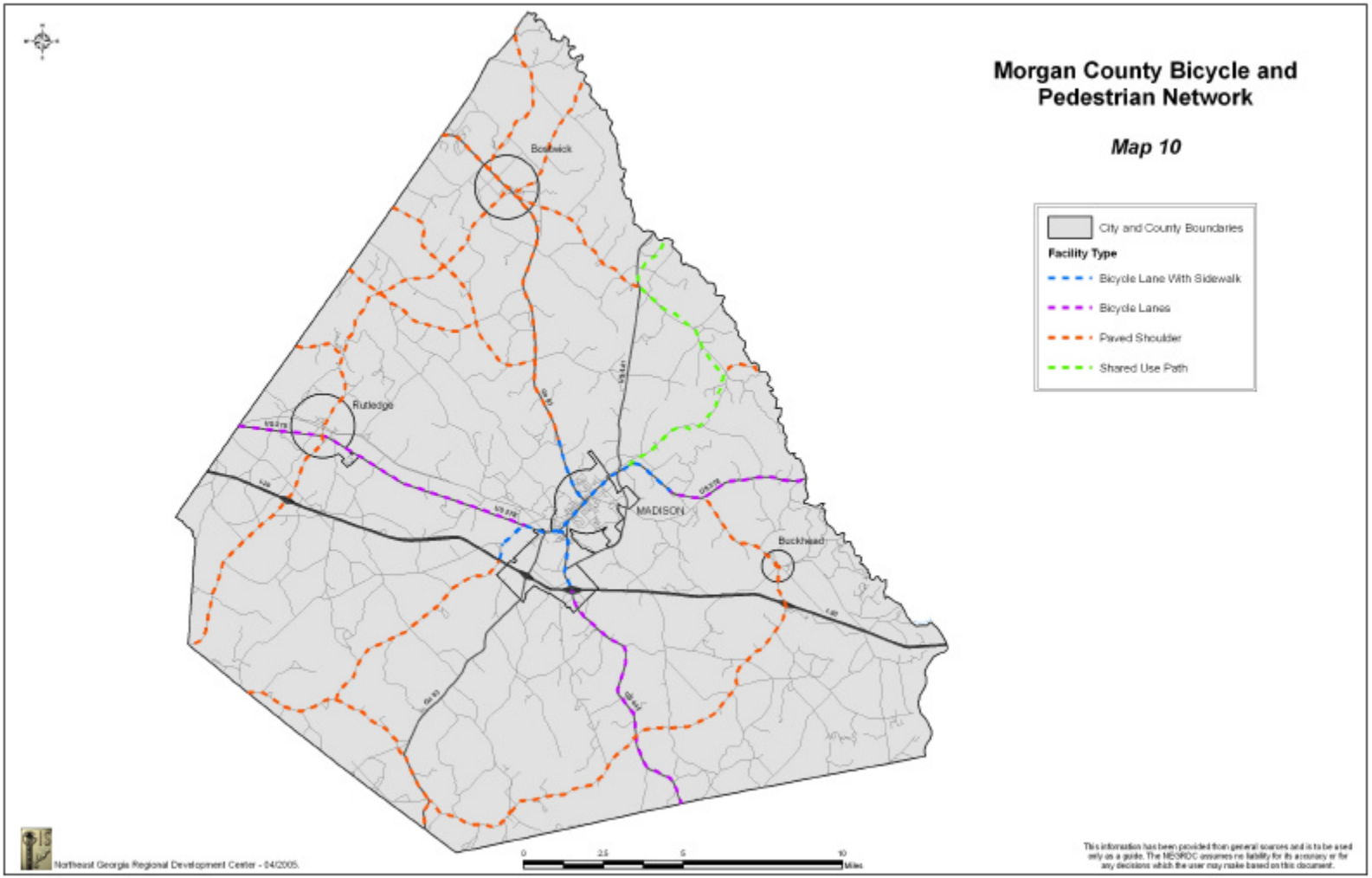

Jasper County Bicycle and Pedestrian Network
Map 8
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
MONTICELLO
Shady Dale
Ga 16
Ga 212
Ga 83
Ga 11
Northeast Georgia Regional Development Center - 04/2005.
Miles


Madison County Bicycle and Pedestrian Network
Map 9
City and County Boundaries
Athens MPO Boundary
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
DANIELSVILLE
Colbert
Hull
Comer
Northeast Georgia Regional Development Center - 04/2005


Morgan County Bicycle and Pedestrian Network
Map 10
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Rutledge
MADISON
Buckhead
Northeast Georgia Regional Development Center - 04/2005.
0
2.5
5
10
Miles
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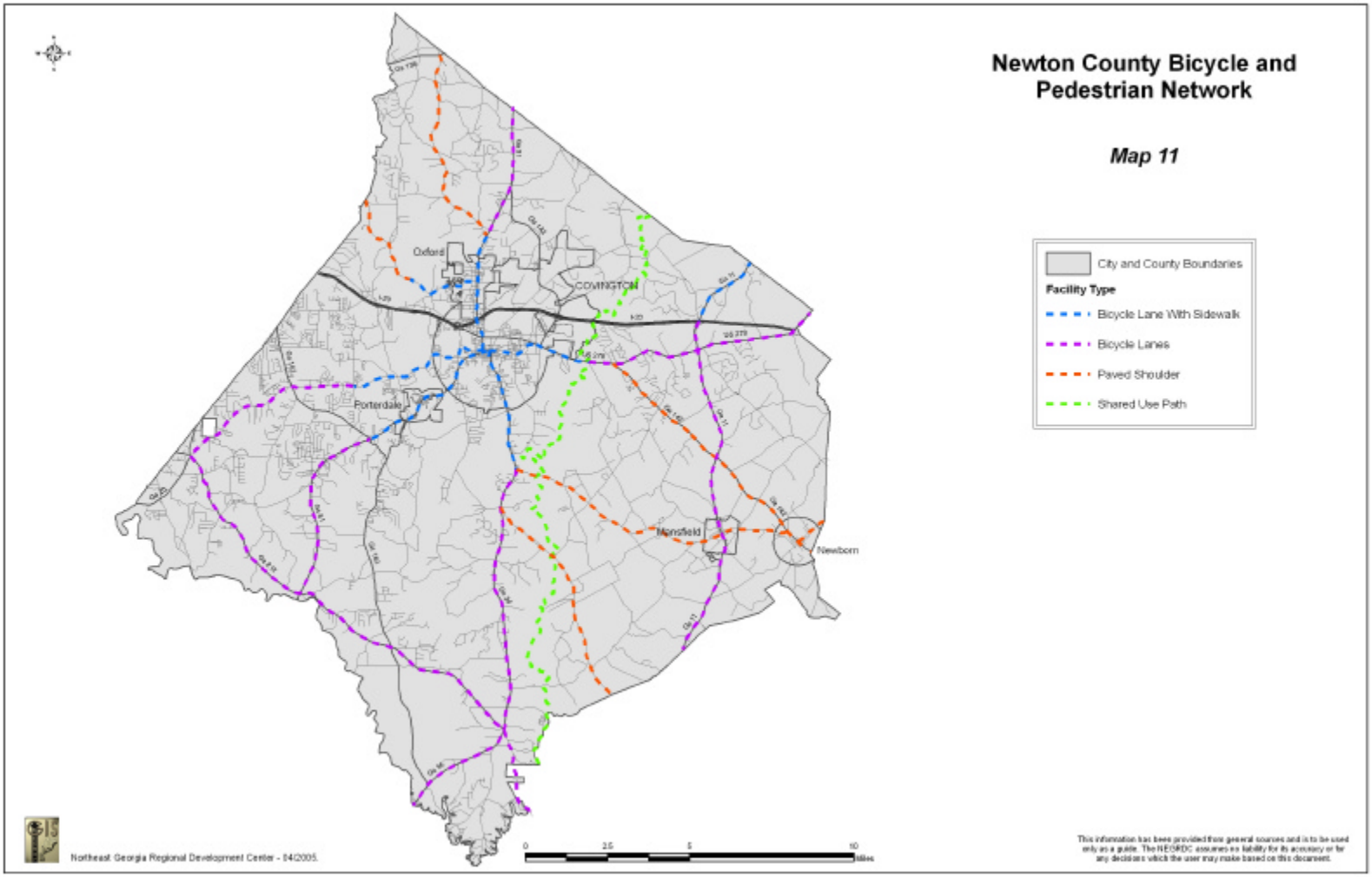
Newton County Bicycle and Pedestrian Network
Map 11
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Oxford
COVINGTON
Porterdale
Mansfield
Newborn
Northeast Georgia Regional Development Center - 04/2005.
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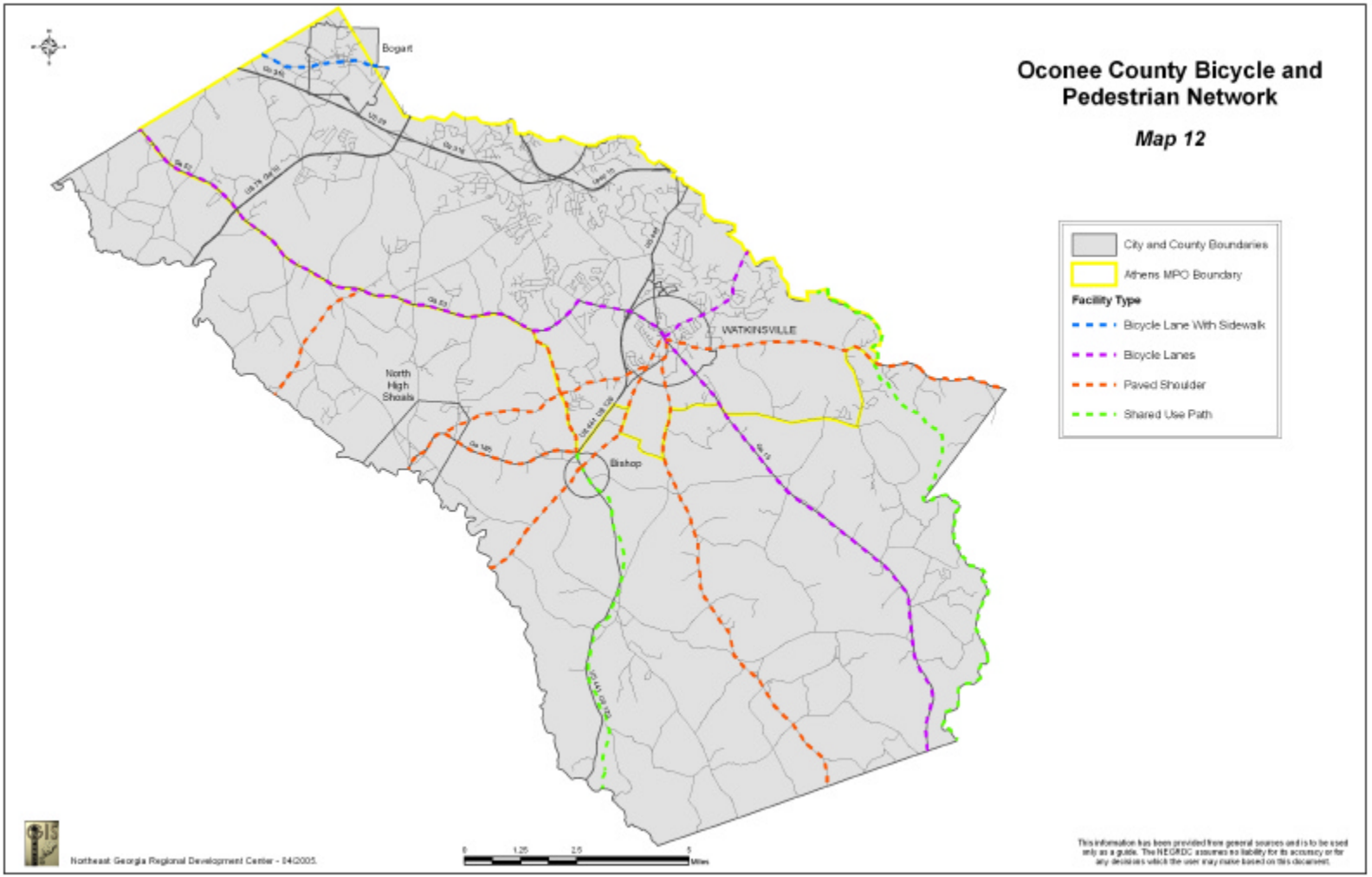
Oconee County Bicycle and Pedestrian Network
Map 12
City and County Boundaries
Athens MPO Boundary
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Bogart
WATKINSVILLE
North High Shoals
Bishop
Northeast Georgia Regional Development Center - 04/2005
0
1.25
2.5
5
Miles
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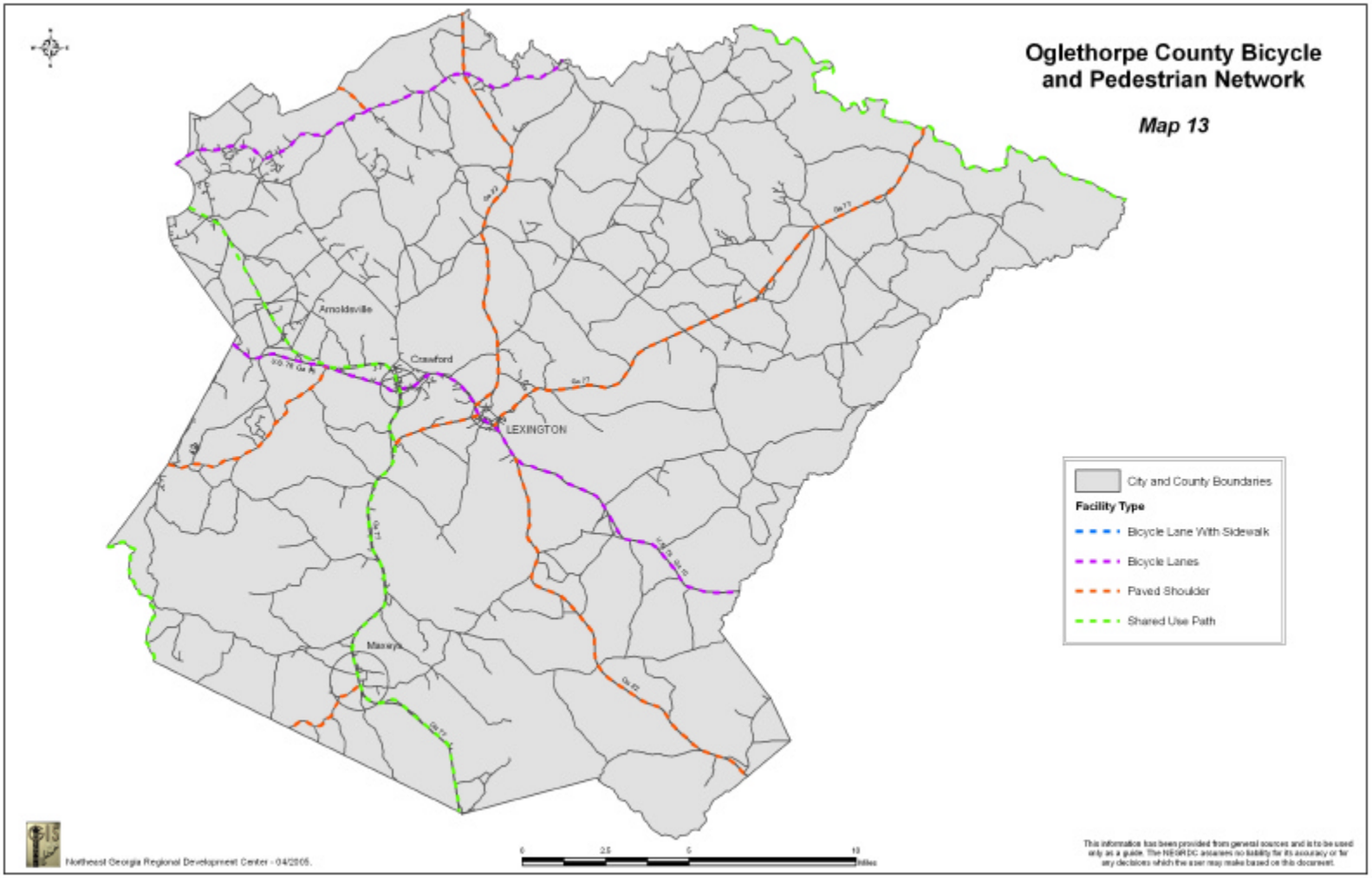
Oglethorpe County Bicycle and Pedestrian Network
Map 13
Arnoldsville
Crawford
LEXINGTON
Maxeys
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Northeast Georgia Regional Development Center - 04/2005.
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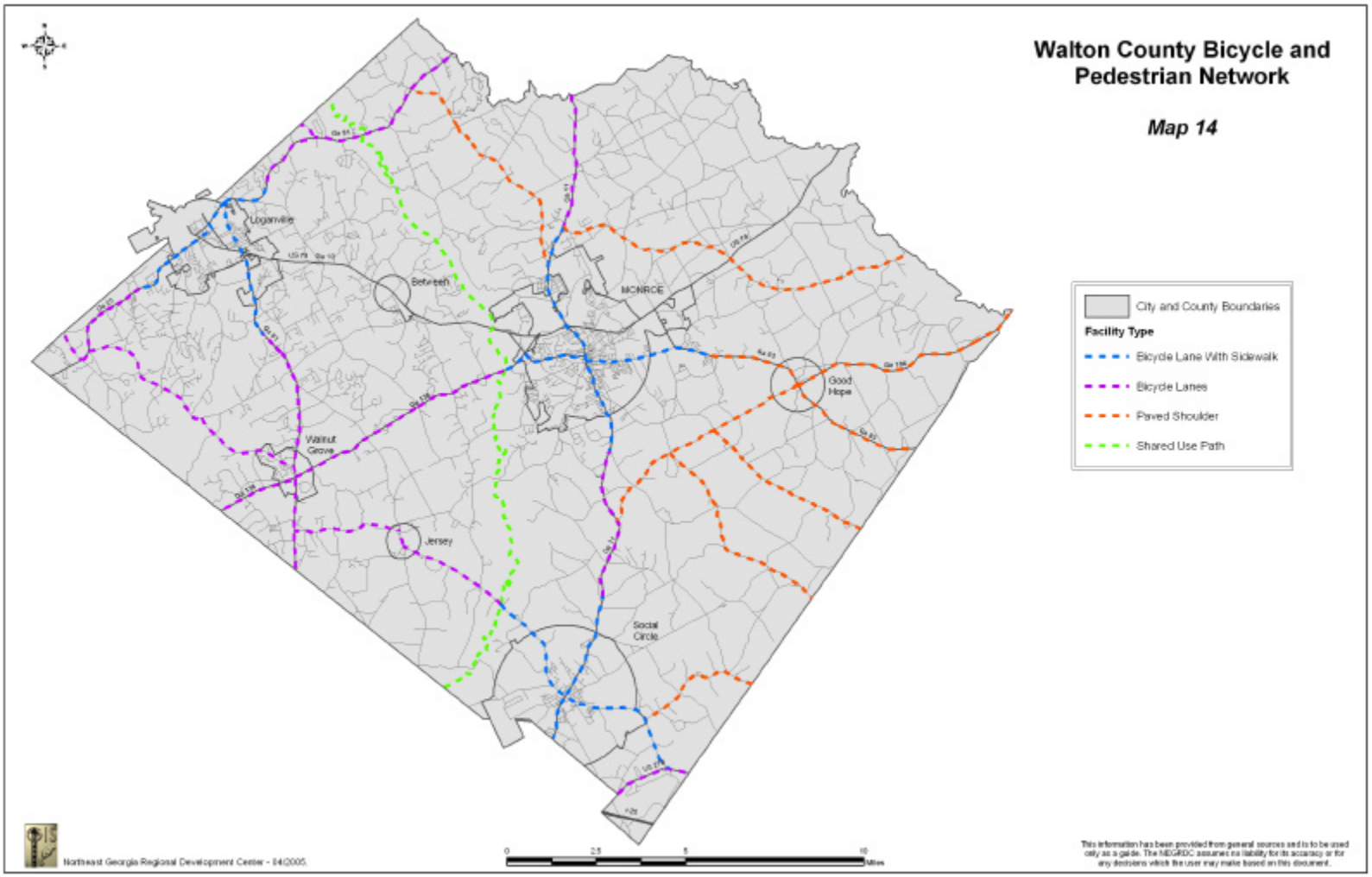
Walton County Bicycle and Pedestrian Network
Map 14
Loganville
Between
MONROE
Good Hope
Walnut Grove
Jersey
Social Circle
City and County Boundaries
Facility Type
Bicycle Lane With Sidewalk
Bicycle Lanes
Paved Shoulder
Shared Use Path
Northeast Georgia Regional Development Center - 04/2005
0
2.5
5
10
Miles
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